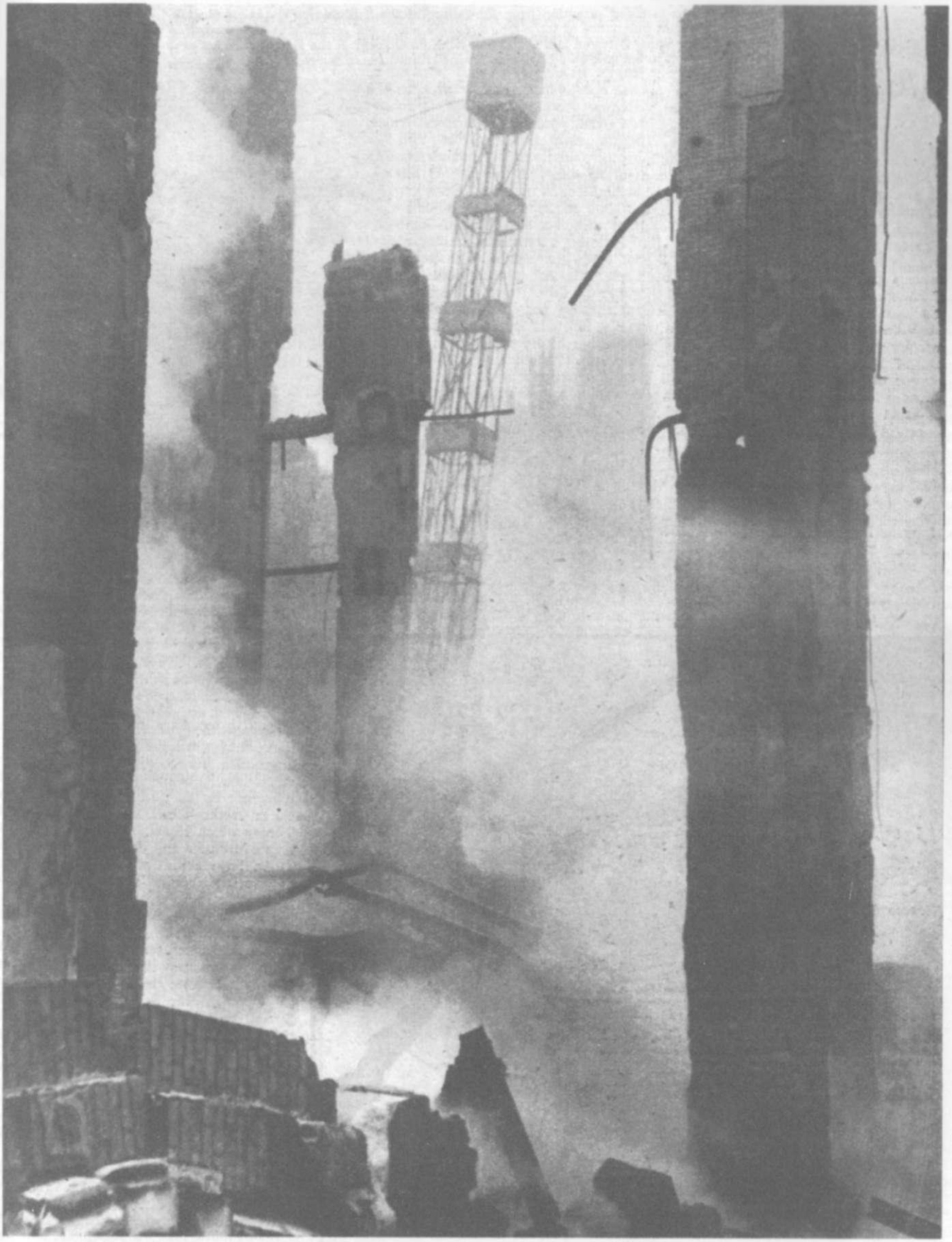


## GAUNTLY ERECT IN A WILDERNESS OF RUIN

**Amidst the devastation caused by high explosive bombs, there have been strange instances of what seemed the most fragile part of a building surviving. Here are the ruins of a big London block bombed on the night of September 11–12. Almost everything is levelled to the ground except a few concrete columns and the braced steel framework of the outside goods lift which stands undamaged with the control and motor cabin at the top; all the same, it has taken on a dangerous tilt.**

*Photo, Planet News*

# Eastward Ho! Stream the Banners of War

**Perhaps it was to divert attention from the failure of the "Blitzkrieg" against Britain, perhaps it was in pursuance of some long-prepared plan; but certain it is that, following the Brenner meeting between Hitler and Mussolini on October 4, the Dictators acted as if they were about to embark on a campaign on the grand scale in the Near and Middle East.**

WHEN Napoleon was balked in his long-cherished plan for the invasion of England, he turned away in a fit of furious disgust and flung himself and his armies across Europe to the south-east. Now Hitler has been balked in a very similar plan; and, like Napoleon, he, too, takes the route to the south-east. "Boney" waited for a favourable wind and Villeneuve; Hitler has been waiting for Goering to substantiate his boast that Germany has won supremacy in the air over the Channel and southern England. But the wind that Napoleon longed for never blew, and Villeneuve was caught by Nelson at Trafalgar; Goering has flung wave after wave of his fighters and bombers against Britain's defences, all to no avail. And in 1940 as in 1805 Britain commands the narrow seas—that slender ditch which throughout the centuries has served so well "in the office of a wall or as a moat defensive . . . against the envy of less happier lands."

Now all eyes are turned from "England bound in with the triumphant sea," to the opposite corner of Europe. In the Continent dominated by Hitler as it was dominated by Napoleon before him, millions of men are in a state of instant readiness for war. Fleets of ships have been mustered, every "invasion" harbour is crammed with troops, armadas of warplanes are ticking over. Hitler and his arm of which shall reach out from Germany through the Balkans across the Dardanelles into Asia Minor, while the other, spreading from Italy along the northern shores of the Mediterranean, will meet its fellow somewhere in the middle of the Fertile Crescent — in Palestine, maybe. Both arms are already in operation. For weeks past Marshal Graziani and his Libyan levies have been concentrating and consolidating at Sidi Barrani, 60 miles inside the frontier of Egypt, while in the north German troops — they were called "tourists" to begin with and now they are "technicians" and "instructors"— are streaming through Hungary into Rumania, which in the course of a few weeks has been converted from an independent state into a truncated satellite of the German Reich. Encouraged by their easy success over Rumania, the Nazis hope that Greece, too, will suffer herself to be engorged. Yugoslavia? The Yugoslavs—so the Axis spokesmen aver—will be only too pleased to save their skins at the expense of sacrificing some of their Dalmatian ports to Italy. Bulgaria? The Bulgars have just won back Southern Dobrudja with Germany's support; they are asking now for the return by Greece of Dedeagatch, on the Aegean, which they held from 1913 to 1918, and Edirne—Adrianople as it used to be called—from Turkey. Only on Hitler's sufferance can these demands be satisfied; Bulgaria, then, should surely open her gates to the German legions en route to the Black Sea. Turkey? Ah, here is a distinct snag in the carefully prepared scheme.

**Turkey is the great question mark in the Near East. Germany hopes to intimidate her; the Turks speak of two million bayonets ready to defend their land. Above is a young Turkish bugler.**

*Photo, Keystone*

**The two Dictators at their Brenner meeting on October 4 almost certainly studied a map of the area shown here. Hitler's finger probably traced the course of the upper arm of the "pincers"—through Rumania to Bulgaria and the Black Sea, across the Dardanelles into Turkey and on to Palestine. Mussolini's stumpy finger no doubt traced a path along the Mediterranean into Egypt. So the Dictators plan the fall of the British Empire.**

*Courtesy, "Daily Mail"*

victory-flushed Nazis, Mussolini and his not-so-enthusiastic Fascists, are about to embark on a new venture. They have heard the call of the East: a call charged not with exotic beauty but with something far more tangible, far more real—booty. Already they dream of laying their greedy hands on the well-tilled fields of Egypt, the orange groves of Palestine, the pastures of Syria; already they finger the mineral wealth of Asiatic Turkey and dabble their hands in the oily slime that makes Mosul and Iran so desirable a prize.

We know the outlines of their plan of campaign. It is to take the form of a vast pair of pincers, one

Not for many years has Turkey been the "sick man of Europe"; indeed, it is difficult to recognize in the Turkey of today the country which until a generation ago was a synonym for corruption, misgovernment, and crime in high places. There is all the difference in the world between the Turkey which Abdul the Damned ruled and the Turkey which Kemal Ataturk forged in the fires of disaster and defeat. Since 1453 the Turks have held Constantinople—Istanbul, to give it its present name—and with Constantinople those narrow straits, comprising the Bosporus, the Sea of Marmara, and the Dardanelles, which separate Europe from Asia. Xerxes crossed them in B.C. 480 when on his way to teach the rebellious Greeks a lesson; the Crusaders went that way to fight the Saracens, and across the Straits the Turks entered Europe; in 1915 thousands of British and Dominion troops died on Gallipoli in a vain attempt to open the Dardanelles to the Allies. The Turkey we fought in the Great War was the Turkey of the bad old days, yet the Turks on the Peninsula held at bay the crack troops of Britain and France, and forced them to take to their ships again.

No one who served in Gallipoli will be under any delusions as to the quality of "Johnny Turk" as a fighting man, and if it comes to fighting, then the Turkish army of today, numerous, well equipped, and well officered, may be relied upon to give an excellent account of itself. The Germans may be hoping that the Turks can be cajoled into maintaining their present state of neutrality, or perhaps they may be intimidated.

# How the Axis 'Pincers' Are Intended to Operate

**Marshal Graziani, Chief of Staff of the Royal Italian Army, is in command of the Italian troops invading Egypt. He was born in 1882 and holds the title of Marchese de Neghelli.**
*Photo, Associated Press*

But judging from the latest reports from Ankara and Istanbul, there is never a suggestion of surrender in Turkey's present attitude. Indeed, on October 11, it was officially intimated by the Turkish wireless service that any Axis drive through Turkey would be met by 2,000,000 bayonets.

Turkey will fight, and not only in Asia. There is not the slightest indication that the present Turkish Government has any intention of ceding any territory in Europe or of being driven across the Straits. It must be with a certain grim amusement that the Turks—no longer Moslems and many of them atheists—listen to such schemes as the one recently attributed to the visionaries of the Axis: the one which would create a new Papal State in the south-eastern corner of Europe in which the Roman Church and the Greek would be reconciled; Istanbul would become once again Constantinople, and St. Sophia would re-echo to the sounds of Christian worship. They remember how, after the last war, Italy claimed southern Anatolia for herself, and how the Greeks occupied a large part of Turkey in Asia—until they were driven out in hopeless rout and with terrific slaughter by Kemal in 1923. They still suspect Italy of having designs on their country; and that Germany, too, has not forgotten the Kaiser's dream of German domination from Berlin to Baghdad.

Turkey, then, will fight, and in fighting she will probably be able to rely on the active support of her partners in the Saadabad Pact of 1937—Iran, Irak, and Afghanistan. Possibly Soviet Russia, too, would deem that the time had come to resist Axis penetration while it was still at the gates of Asia. Indeed, immediately following what was in effect the occupation of Rumania by German troops, it was reported that negotiations had been opened between Turkey, the Soviet Union, Yugoslavia, Greece and Britain, on the question of the Nazi expansion eastwards. The report was denied in Moscow, but it was admitted that twenty Russian divisions had been concentrated on the Bessarabian border, while on the other side of the Pruth, German forces were also said to be in large numbers.

But if we allow for a whole collection of "ifs"—if the Germans can march through the Levant into Syria and Palestine, if Graziani can conquer Egypt and cross the Suez Canal, if Mussolini's navy can drive Britain's from the Eastern Mediterranean, if this and if the other—then perhaps the battle which will decide not only the fate of Britain and of her Empire but of the whole world, may be fought on that plain in northern Palestine where warred the kings of Canaan, where Saul was defeated by the Philistines, where King Josiah fled before Pharoah, and which to the ecstatic vision of the author of the Apocalypse appeared as the great battlefield on which shall be fought out the final struggle between the forces of good and of evil.

**British armoured cars keep up a constant patrol on the stretch of desert in Irak which might be a happy hunting-ground for Fifth Columnists in German pay.** *Photo, G.P.A.*

**Lying in the very centre of the Fertile Crescent, Palestine may well provide the battlefield where will be decided the fate not only of the British Empire but of the world. It is a mandate of the League of Nations to Britain, who is, of course, responsible for its defence. Above is an A.A. battery in Palestine during a practice shoot.** *Photo, British Official: Crown Copyright*

# For War in the Pacific Bases Are All-Important

**With Japan formally admitted to the Axis, it would seem that inevitably, sooner or later, the war must spread to the Pacific. In anticipation of such a conflict, the Great Powers—Britain, Japan and U.S.A.—have already established series of bases (detailed in this chapter) from which their battle fleets will operate.**

For 2,000 years and more the Mediterranean was the centre of human history. Then in the 15th century with the discovery of America the North Atlantic became the ocean about which were grouped the rising powers of the world. Tomorrow the Atlantic may give place to the Pacific; indeed, it may be claimed that already the Pacific constitutes the stage on which the next great drama of Power-Politics will be played.

Until the development of the steamship the huge expanse of the Pacific—it covers a fourth of the globe's entire surface—proved a most formidable barrier to human intercourse. Its first appearance in world politics may be said to have been in 1894, when Japan defeated China and went on to secure a foothold on the Asiatic mainland in Korea. Ten years later the Russian fleets in the Far East were annihilated by the Japanese under Admiral Togo in the great battle of Tsushima Straits, and Japan thus achieved unchallenged predominance in the Pacific; her only possible rival at that time was Britain, and in 1902 Britain and Japan had concluded an alliance. The Great War of 1914-18 made Japan's control of the Pacific still more absolute, for Russia, for the time being, at least, fell out of the running as a great power, and those possessions which Germany had managed to obtain in the Far East before the war passed to Japan as part of the fruits of victory. As for the U.S.A., she contented herself with maintaining a few warships at Manila in the Philippines.

By the Washington Treaty of 1922 Britain, Japan, and the U.S.A. agreed that the status quo at the time of the signing of the Treaty should be maintained with regard to fortifications and naval bases in the most important strategic positions in the Pacific—Hongkong, America's possessions in the Philippines, Guam, and the Aleutian Islands, and Formosa and the numerous groups of Japanese islands, being the chief concerned. But the Washington Treaty expired on December 31, 1936, and since then there has been no limit placed on the strengthening or extension of fortifications in the Pacific area. Today, Japan is still the most powerful of the Great Powers in the Pacific, but her predominance is not so great as it was, for the U.S.A. has fully awakened to the fact that she faces the Pacific as well as the Atlantic, while Britain has immensely strengthened her position in the south-west corner of the ocean by the construction of the great naval base at Singapore.

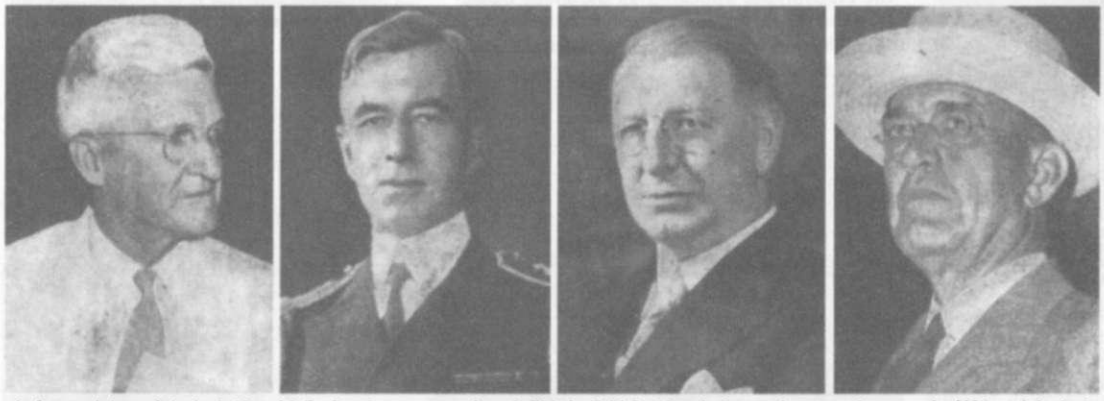
Singapore is the keystone of British sea power in the Pacific, for a fleet operating therefrom is excellently placed for defending not only the Indian Empire and the British possessions in Malaya, but Australia and New Zealand as well. It is true that Hongkong on the south coast of China is far nearer to Japan, but Hongkong, though ranking as the world's third greatest port and remaining a great fortress and outpost of Britain's dominions, is unable to accommodate large modern ships, and it has lost much of its importance since the establishment of the base at Singapore; in the event of war it might even prove advisable to abandon Hongkong—at least, for the time being—in order to concentrate more effectively on Singapore, 1,700 miles to the south-west; only consideration of prestige, or what the Orientals call "face," would demand its prolonged defence.

To Britain the Pacific is one of several oceans which have to be patrolled and, if need be, defended; to Japan it is the only ocean that matters. From north to south along the whole of its western basin the territories of the Japanese Empire extend over nearly 4,000 miles, though, of course, they are widely separated by vast stretches of landless ocean. Towards the north are the islands of Japan proper with Korea on the mainland and the huge dependency of Manchukuo. Practically the whole of the Chinese coast, including the hinterland of Hongkong, is now in Japanese occupation, and by the agreement concluded at Hanoi on September 22 with the Government of French Indo-China, Japan has now a foothold in that enormously wealthy French colony.

Then there are the numerous Japanese islands—Formosa and the adjacent Pescadores, Bonin and Volcano Island between Japan and the groups in mid-Pacific—the Carolines, the Marshalls, the Marianas or Ladrones, and Pelew—groups which were formerly German, but of which Japan is the mandatory. In the event of war in the Pacific, then, Japan is well placed strategically, for she has an inner line of naval bases extending from the Kurile Islands in the north to Formosa or even as far as the Chinese island of Hainan in the south, so that she could make the China Sea into as much a Japanese lake as the Sea of Japan is already. Moreover, the groups of islands in the middle of the Pacific provide the Japanese navy and naval air arm with innumerable bases from which they might operate against Australasia as well as isolating the American bases at Guam and in the Philippines.

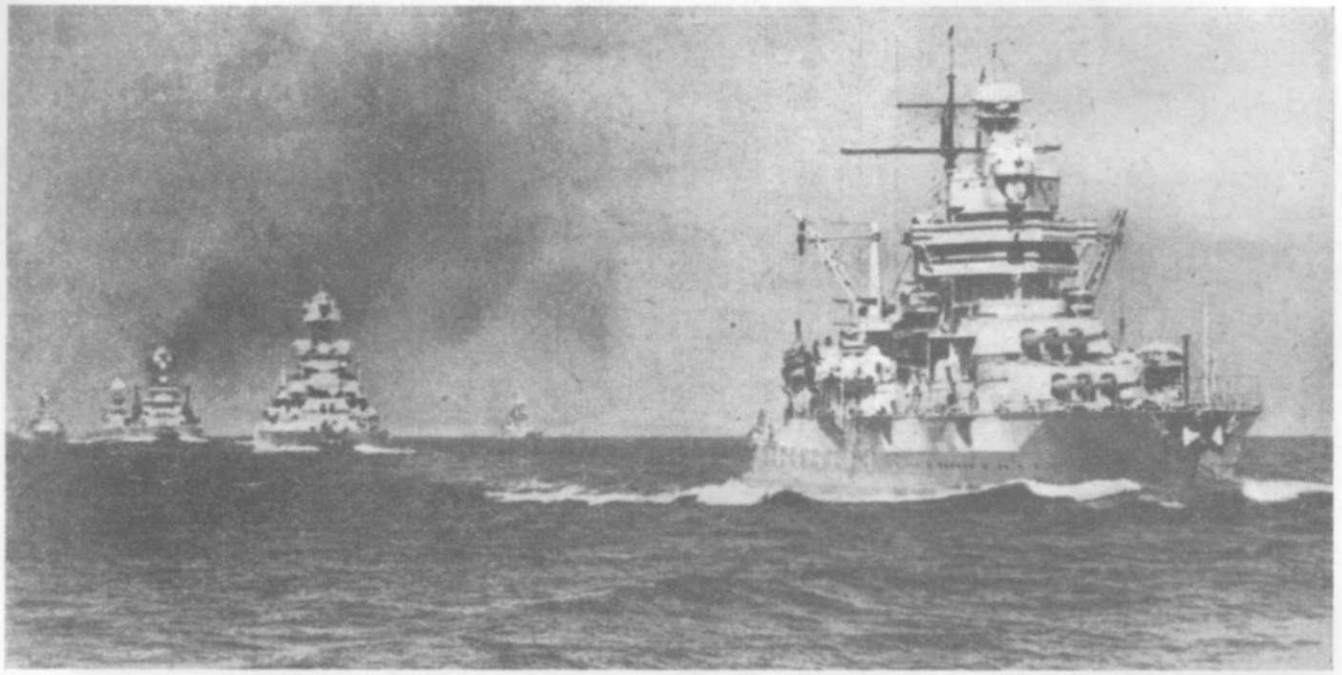
But if Japan's strategic positions in the Pacific may seem to menace those of the U.S.A. in the same area, the American positions constitute in their turn a direct threat to Japan. (Note that Japan's strategic line is north to south—roughly vertical—while the U.S.A.'s is longitudinal, east to west.) From Long Beach and Los Angeles in California, the U.S.A.'s principal Pacific base, right across to the Philippines there extends a long line of American bases, pointing like a spear at Japan's vitals. Nearest to America, but even so rather more than 2,000 miles from San Francisco, is Hawaii, where a great, strongly defended naval and air base has been constructed; the fortifications at Pearl Harbour are said to be even stronger than those of Singapore. From Hawaii the line of outposts stretches across the ocean to Midway Island, Wake Island (where work on a new naval base has just been begun), Guam, in the middle of the Japanese area, to the Philippines, where there is another great American base at Manila. Then, in addition to this "strategic bridge" across the Pacific, the U.S.A. has a naval aircraft base at Sitka in Alaska, and a number of air stations and bases of one kind and another in the Aleutians, which constitute a sort of land bridge between America and Asia. Then there is also, of course, the Panama Canal, through which America's fleets in the Pacific can be speedily reinforced from the Atlantic.

But in the Pacific distances are measured in thousands of miles, and when considering the possibility of naval operations on a large scale it must be borne in mind that, though solitary cruisers may remain at sea for weeks, even for months, at a stretch, a properly equipped battle fleet can remain at sea under war conditions not longer than about four days—or, to put it in other words, cannot operate at a radius of much more than 2,000 miles without having to return to its base for refuelling. Indeed, to be within reach of attack by a battle fleet, the objective must be within two days' voyaging at ordinary speed. It will be seen, then, that a fleet operating from Hawaii, which is 3,379 miles



**Left to right: Admiral Harold R. Stark was appointed Chief of U.S. Naval Operations on January 1, 1938; Admiral T. C. Hart is in command of the U.S. Asiatic Fleet; Colonel Frank Knox, though a member of the Republican party and so nominally opposed to President Roosevelt in politics, accepted the post of Secretary for War in June, 1940; the Commander-in-Chief of the United States Navy, Admiral James Richardson.** *Photos, Topical Press, Wide World*

# Geography's Limits on the Battle Fleets



In September 1939 the United States Navy had 15 completed capital ships against Britain's 13. Here, steaming in line ahead, are five of America's great battleships. In the foreground is the "New Mexico," while astern of her are the "Maryland," "Tennessee," "Oklahoma" and "California." The "New Mexico," 33,400 tons, has twelve 14-in. guns; the "Maryland," 31,500 tons, has eight 16-in. guns; the "Tennessee," 32,300 tons, has twelve 14-in. guns; the "Oklahoma," 29,000 tons, has ten 14-in. guns, and the "California," 32,600 tons, has twelve 14-in. guns. *Photo, Wide World*

from Tokyo, would find it difficult to come to grips with Japan; hence the importance to the U.S.A. of Guam, which is only some 1,700 miles from Tokyo, and of the Philippines, which are within easy reach of Formosa and Japanese positions in S.E. Asia.

But the Philippines are between 5,000 and 6,000 miles from Honolulu in Hawaii, and from Honolulu to California is another 2,500 miles. No wonder, then, that it is suggested that Britain should place at America's disposal her great base of Singapore, which is only 1,350 miles from Manila, and that Australia, too, should offer to lease her sites for bases. Unless such accommodation is made available, it is difficult to see how America can play any great part in the defence of south-eastern Asia and Australasia against an aggressive Japan. But, given the bases, then the U.S.A. has a naval superiority over Japan which should prove decisive.

Scattered about the vast expanse of the Pacific Ocean are the bases of the three great Powers—Britain, Japan, and the U.S.A. Japan's bases run approximately north and south, from the islands of Japan proper through Bonin to the mandated groups, the Marianas, Marshalls, and Carolines; to the west lie the island of Formosa and the occupied territories in China and Indo-China. Britain's chief bases are at Singapore and Hongkong; while those of the U.S.A. lie across the ocean in a horizontal line, including Hawaii, Midway and Wake Islands, Guam, and the Philippines.

*Courtesy "Evening Standard"*

# Heroes and Heroines All at London's Hospitals

Though guns may be thundering and bombs falling, the routine of the London hospitals goes on smoothly. These photographs, taken in two of the many, are typical of all.

The Salvation Army's Mothers' Hospital at Clapton is in a danger zone, but each night mothers and children are taken to the air raid shelter (top left), where, ranged on a shelf, the babies sleep peacefully with their mothers just below. Above, a Ward Sister in Charing Cross Hospital writes out her report on the day's or night's happenings just as in peacetime. Circle, in Charing Cross Hospital an air-raid casualty receives first aid.

Left is the operating theatre of Charing Cross Hospital, where surgeons and nurses are carrying on. The hospital is in a centre that has suffered heavily, and near-by, under the famous Adelphi arches, mobile units (right), equipped with everything needed to give first aid to the injured, are always ready for an emergency. They carry all the instruments and dressings necessary for a large number of casualties.

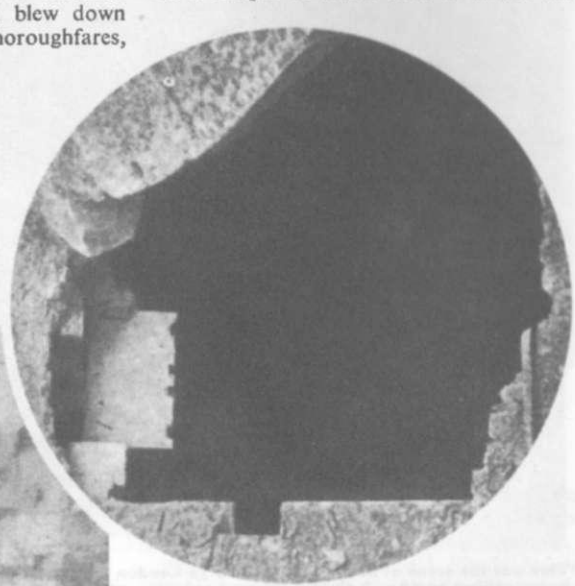
*Photos, "News Chronicle" and Fox*

# Britain Unshaken by Nazi Reprisal Attacks

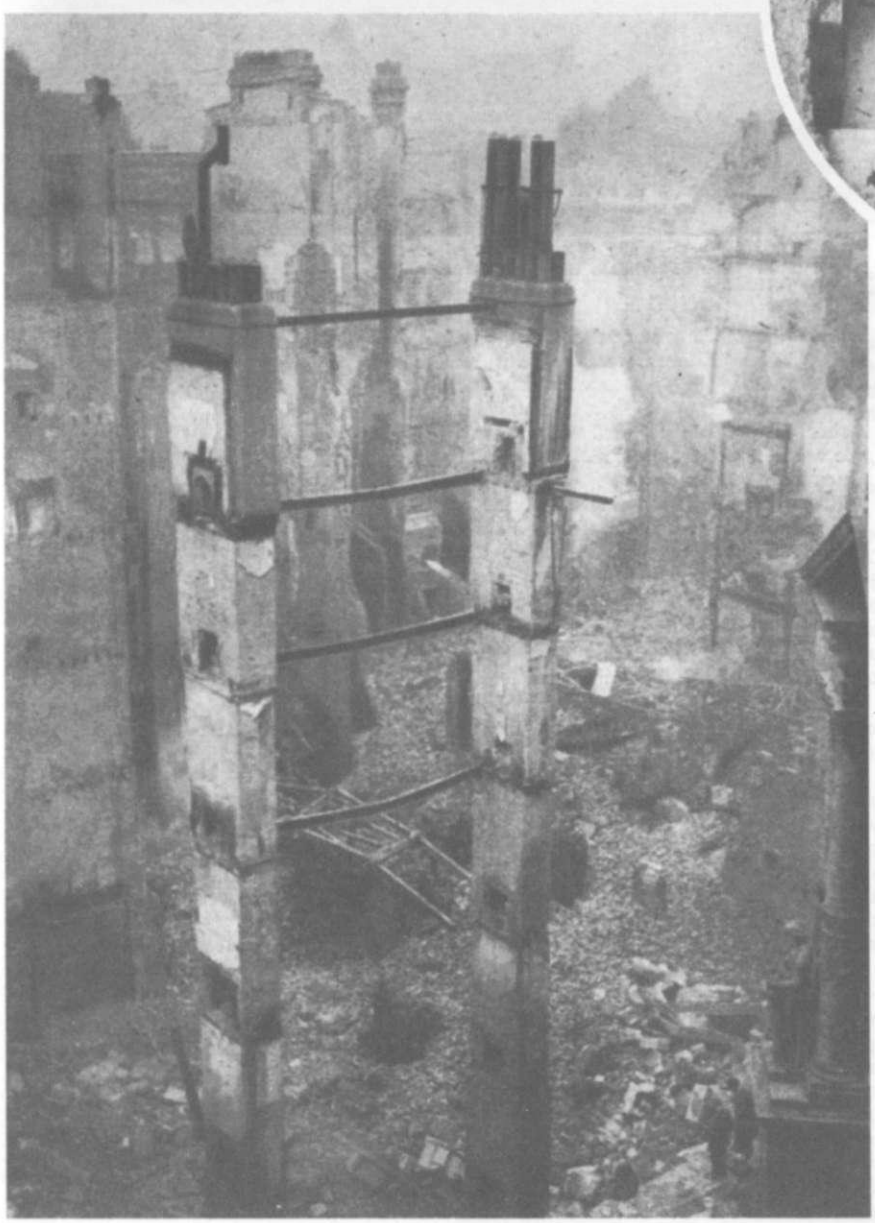
**Changing their tactics from lone night-flying bombers and heavily escorted day bombers, the Nazi air force made the greater part of their attacks during the period October 8 to 14 by fighter bombers. Considerable numbers were used by day and in smaller formations by night. Despite German boasts little evidence was to be seen of the culmination of ruin and terror that was claimed.**

ACCORDING to a German communiqué of Oct. 8, the Luftwaffe on Monday night carried out an attack on London "which brought the succession of reprisal attacks which have shaken Britain to a culminating point." But next morning there were no signs of that culmination of savagery and destruction which Berlin claimed. Incendiary bombs were dropped, it is true, on a hospital whose location at the hub of the capital exposed it to daily and nightly risk, but the small fire arising was soon dealt with by the A.F.S. While engaged in this preventive work the firemen saw their own comrades from a near-by post being carried in on stretchers, maimed by the collapse of a fire station after a direct hit. There were piles of brick and masonry in some streets where other bombs had blasted away shops and office blocks, but nothing to denote that overnight London had been visited by what Berlin described as "more bombers than ever." And nothing in the demeanour of the throngs on the way to work would have given any evidence of shaken morale.

A little later that same morning they showed amazing courage when bombers flew low over the capital and blew down buildings in several main thoroughfares, crowded with people. Some saw a bus destroyed and its driver and many passengers killed or wounded; others, when they heard the shriek of bombs, ran to shelter, and later went on their way to work undaunted. Tramcars were also damaged, and a train was struck by debris from a bomb explosion, but a couple of hours after it would have been difficult to find any disturbance in Central London's complex transport system. The daily miracle of repair and restoration was performed.



**Looking down on the roof at the east end of St Paul's Cathedral, through which a German bomb fell (circle). It made a rectangular hole 20 ft. by 10 ft. A further illustration is in page 431. Two chimney stacks (below) are freak remains after a fire which devastated London buildings after an air raid.**
*Photos, Central Press and L.N.A.*



The attack had been made by two formations of bombers and fighters which came in over the Kent coast. Only four or five out of fifty in the first lot got as far as Central London. A later wave was even less successful, for none got farther than the coast. Some of a third group got through and dropped a few bombs in the outer zone, but a fourth formation was repulsed.

At nightfall on Tuesday German heavy bombers resumed the attack, coming up the Estuary in a "procession." During the day's air battles five enemy aircraft were destroyed, and also two seaplanes, which were bagged by the Coastal Command. Mr. Charles Latham, leader of the London County Council, stated that in four weeks of night and day bombing only about one per cent of the Council's property had been damaged, and only about one in a hundred of the Council's tenants injured.

Small formations of fighter-bombers, flying high, attacked places in the south-east on Wednesday morning. One was blown to pieces in mid-air by A.A. fire over a south-eastern suburb of London, after being ringed around by bursting shells. A hospital was bombed, and it chanced that all the twenty-five patients were victims of previous raids. Happily they were got out without further injury.

Hardly had twilight fallen when the night raids began. Bright moonlight made it possible to follow the course of the raiders by the greyish trails of condensation from

# On Hospitals & Animals the Random Bombs Fall

**This was the scene of devastation at a large London hospital after the building had been hit by a heavy calibre bomb. A sixty-eight-year-old man was found to be alive underneath the mass of debris, and he was subsequently rescued.**
*Photo, "News Chronicle"*

their exhausts. One of London's Wren churches was damaged by bombs that straddled the building. The top was torn off a bus near by, and its driver was injured in a shelter where he had taken cover. In another London street a Molotov "bread-basket" of incendiaries set fire to several buildings. Many flares were dropped by the bombers, but a number were put out by shots from A.A. guns. Two other ancient churches were damaged. By a direct hit on a shelter in the central area some thirty people were buried in debris, many casualties being caused.

During one of the raids in this period a bomb penetrated the roof of St. Paul's Cathedral and tons of stone fell upon the High Altar and Choir 90 feet below. Only the masterly execution of Wren's vaulting saved the building from worse destruction, for the bomb exploded either in the outer roof space or on the stone vaulting.

Twice during the morning of Thursday, October 10, enemy formations made for London, but were turned back over the Estuary. In a later attempt a single Nazi aircraft dropped one bomb in a London district, demolishing two houses and injuring four people. Widespread attacks were made at night, and bombs were dropped in some forty districts of London and the outskirts. Again many flares were seen, and our gunners had good practice in shooting out these beacons.

On Friday the enemy attacked mainly with converted Messerschmitts, coming over the coasts of Kent, Sussex and Dorset, and up the Thames Estuary. Some 350 aircraft took part. A Messerschmitt made a dive attack on Canterbury, and windows in the Cathedral were shattered. Happily most of the ancient stained glass had long ago been removed to a place of safety. Of a number of Dorniers which tried to bomb Liverpool, three were destroyed. Another Dornier

**This pony, injured in an East End raid, is being housed and looked after at the People's Dispensary for Sick Animals farm at Ilford.**
*Photo, Fox*

## GERMAN & BRITISH AIRCRAFT LOSSES

**German to April 30, 1940**

Total announced and estimated—West Front, North Sea, Britain, Scandinavia ... ... ... 350

| | German | British |
|---|---|---|
| May ... ... ... ... ... | 1,990 | 258 |
| June ... ... ... ... ... | 276 | 177 |
| July ..... ... ... ... ... | 245 | 115 |
| Aug. ... ... ... ... ... | 1,110 | 310 |
| Sept. 1-30 ... ... ... ... | 1,114 | 311 |
| Oct. 1-14 ... ... ... ... | 110 | 59 |
| Totals, May to Oct. ... | 4,815 | 1,220 |

**Daily Results**

| Oct. | German Losses | British Losses | British Pilots Saved | Oct. | German Losses | British Losses | British Pilots Saved |
|---|---|---|---|---|---|---|---|
| 1 | 5 | 3 | — | 8 | 8 | 2 | — |
| 2 | 10 | 1 | — | 9 | 4 | 1 | 1 |
| 3 | 2 | — | — | 10 | 5 | 5 | 2 |
| 4 | 3 | 1 | — | 11 | 8 | 9 | 6 |
| 5 | 23 | 9 | 7 | 12 | 11 | 10 | 8 |
| 6 | 2 | — | — | 13 | 2 | 2 | 2 |
| 7 | 27 | 16 | 10 | 14 | 0 | 0 | 0 |
| | | | | Totals | 110 | 59 | 35 |

None of the figures include aircraft bombed on the ground or so damaged as to be unlikely to reach home.

**Civilian Casualties.** Intensive air attacks on Britain began on Aug. 8. Casualties during August 1,075 killed, 1,261 seriously injured.

Mr. Churchill stated on Oct. 8 that up to Oct. 5 8,500 people had been killed and 13,000 seriously injured in air raids. Casualty figures had decreased steadily week by week since heavy raiding began on Sept. 7; from over 6,000 in the first week to just under 5,000 in the second, to about 4,000 in the third, and to under 3,000 in the last of the four weeks.

**Mass Raid Casualties in London.** Sept. 7: 306 killed; 1,337 injured. Sept. 8: 286 killed; about 1,400 injured. Sept. 9: about 400 killed, 1,400 injured.

**German Pilots Lost.** Lord Croft, Under Secretary for War, stated recently that more German airmen alone had been slain or captured in the previous twelve weeks (i.e. July to September) than all the civilians they had murdered in Britain. Less British blood had been shed as the result of air attacks in 12 months than we frequently lost in a single hour in the Great War of 1914-18.

# While Churches are Ruined They are Safe in Tubes

was shot down at Biggin Hill in Kent. Eighteen bombers making for London turned tail and abandoned their operation when a single Spitfire "worried" them.

In the evening our A.A. fire kept the raiders flying high. In London a block of flats was bombed for the third time. H.E. bombs in small number and also oil bombs were dropped in some other London districts. Enemy activity ceased rather earlier than usual. Owing to the enemy's changed tactics his losses were fewer, but his activities also were very much curtailed, and the change of plan in itself was a tribute to the effectiveness of our offensive defence.

The third of London's five daylight warnings on Saturday, October 12, was the two hundredth alert to be heard in the capital. Again the Nazis resorted to dive bombing, five houses in three roads on the outskirts of London being demolished and many others damaged. A bus was damaged and some passengers injured when a large block of buildings was bombed. Though the number of Nazi machines destroyed was comparatively small, the raiders were driven away without being able to do much harm.

Night raiders were heard as soon as it became dusk, but the "alert" was of short duration. An underground railway station was hit and seven people killed. Elsewhere houses were demolished and flats wrecked.

**These cheerful Londoners, secure for the night from the Nazi night raiders, are being entertained by a concert organized by E.N.S.A. in the Aldwych Tube shelter.**
*Photo, "News Chronicle"*

**One of Central London's most famous churches which has been bombed more than once. Though the beautiful interior was destroyed, the walls still stand, a melancholy skeleton.**
*Photo, Central Press*

Not till the afternoon did Sunday's air attacks begin, and the raiders were few in number. Some got to the outskirts of London, houses being damaged and fires started, but casualties were light. Very little activity was reported from other parts of Britain. The raiders flew high, and their vapour trails in the sky were everywhere to be seen over London as they twisted and doubled in order to try and elude our fighters. At night the "alert" was the signal for continuous activity for some time, as groups of bombers flew in and spread out on approaching London. Nearing the capital they came up against our barrage, and at least one Nazi was shot down by A.A. fire.

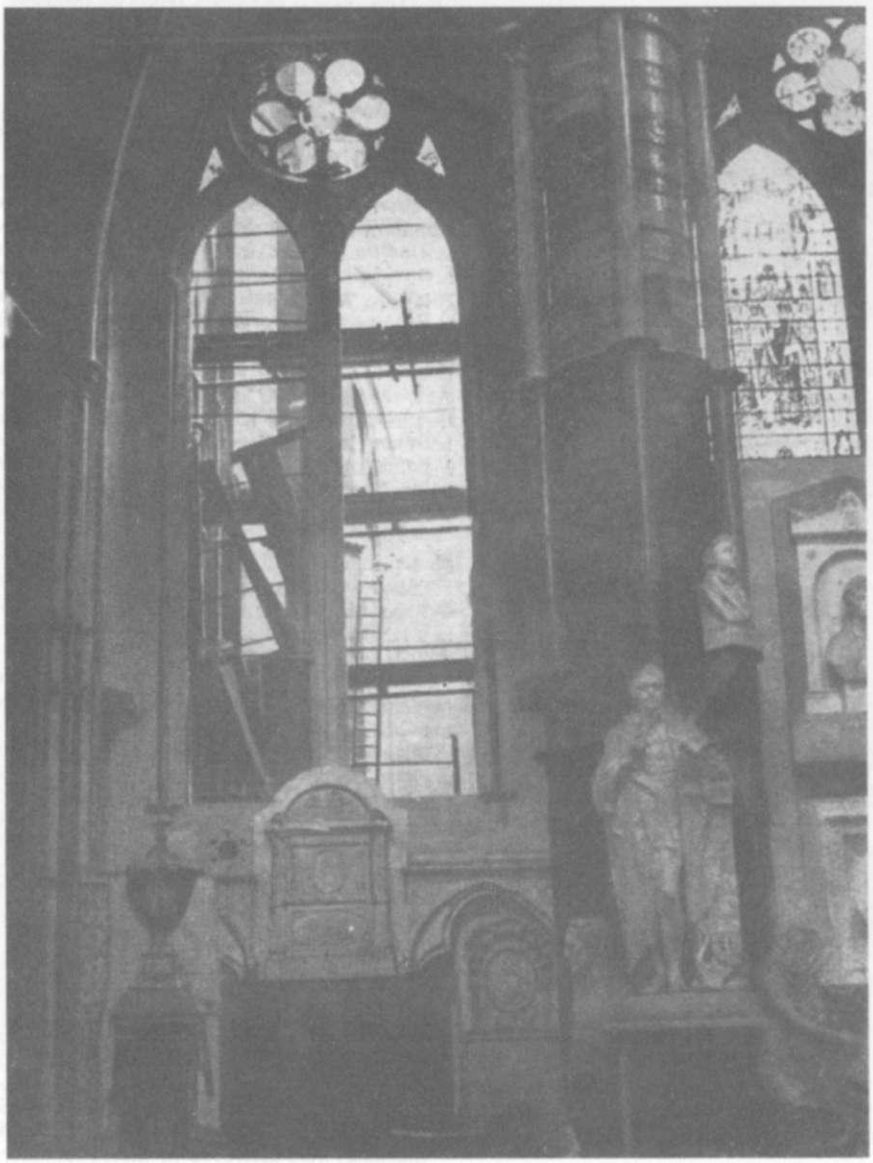
Single raiders dropped a few bombs at places in the Midlands and the South of England during daylight on Monday, October 14. Houses and shops were damaged in a Kent town, but elsewhere little harm was done and casualties were few. At night, however, London had what appeared to be its fiercest bombing up to date. Showers of fire bombs were dropped, a new type of missile being used which exploded on impact, Among buildings wrecked by H.E. bombs were a convent, a church, and a cinema. besides restaurants and office blocks. Brilliant moonlight seemed to render unnecessary the many flares which the Nazis dropped. In an institution for cripples four girl inmates were killed while in the maternity ward of a suburban hospital two nurses were injured, about fifty mothers with their infants being got out safely.

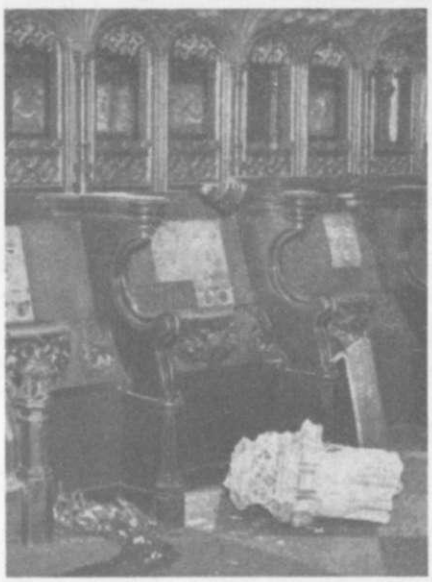
During the rush hour on Tuesday morning, and again a little later, small groups of Nazi raiders approached London. A hospital already damaged was hit again, fortunately without casualties. At least seventeen enemy machines were destroyed in these encounters.

# Nazi Ruthlessness Assails Our National Shrines

**An incendiary bomb was dropped on St. Margaret's Church, Westminster, during one of the October raids on London, but, beyond the charred pews (right), and many windows blown out, little damage was done. The Speaker and M.P.s attend services in the church on special occasions, and the former has his own pew near the lectern. The church was erected in the reign of Edward I, but has undergone several restorations. There are many memorial plaques which were undamaged, and some fine stained glass windows.**

**A bomb which fell near Westminster Abbey about the same time damaged the exterior of Henry VII's Chapel, the most beautiful part of the Abbey, begun by Henry VII in 1503; in the main fabric the Chaucer memorial window above the tomb of the poet in Poets' Corner suffered damage to the glass, but the beautiful stone tracery was not injured.**





**Henry VII's Chapel is the Chapel of the Knights of the Bath, and some of their beautifully carved stalls were damaged by fire, above. A piece of masonry from the roof lies before them.**

MANY celebrated London churches have been damaged as the result of the Nazi assaults upon the metropolis. As "military objectives" the damage they have sustained testifies to the wanton way in which the German pilots have let drop their bombs. Many historical buildings have suffered, though in the majority of cases the damage has mainly consisted of smashed stained glass windows, broken tiles and chipped stonework. Fires caused by incendiaries have been quickly extinguished, and, with one or two exceptions where the interiors of churches have been gutted, services are being resumed.

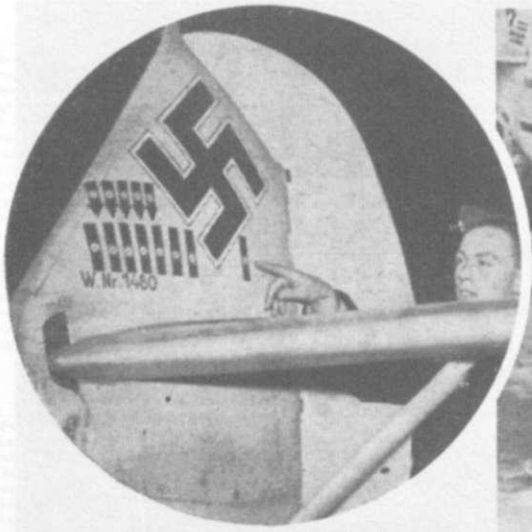
*Photos, "News Chronicle" Staff Photographer: Exclusive to* THE WAR ILLUSTRATED

# St. Paul's and the Abbey Are War Casualties

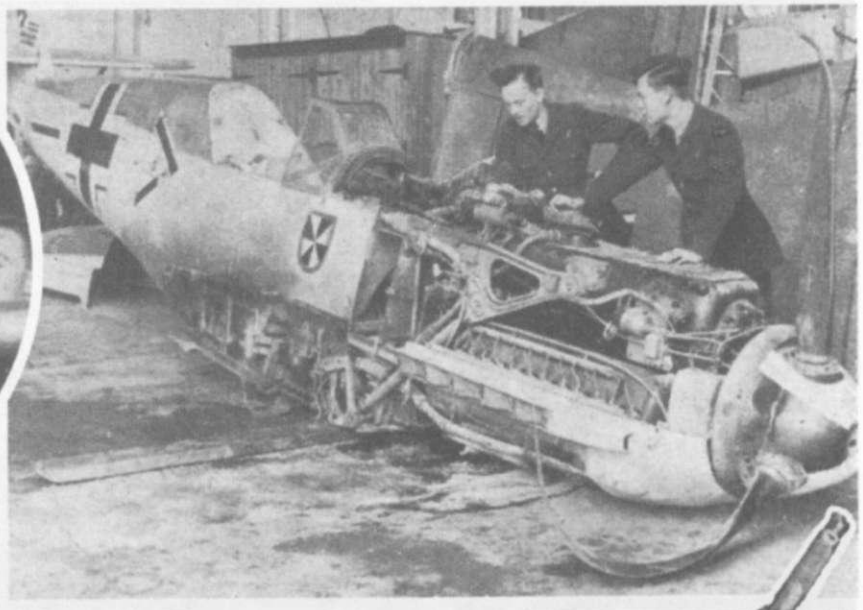
Wren's masterpiece, St. Paul's Cathedral, was hit by an enemy bomb during a recent raid on London. The bomb penetrated the roof at the east end of the cathedral and demolished the High Altar, leaving the figure of Christ untouched. No damage was done to the famous dome, which is separated from the altar by the choir, and the choir stalls with their exquisite Grinling Gibbons carvings were undamaged. The High Altar dated from 1888, and the reredos, which suffered injury, was also erected at the close of the last century.

*Photo, Planet News*

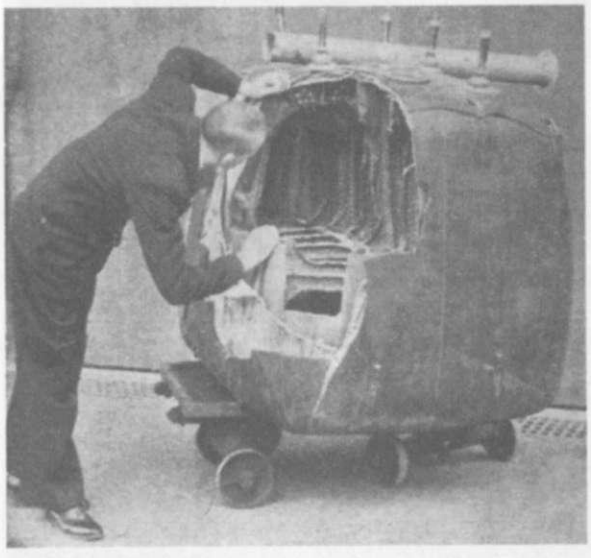
# When Enemy 'Planes Yield Their Secrets



The tail of this Messerschmitt 109 claims to record the destruction of thirteen R.A.F. 'planes, but the thirteenth proved unlucky, for the Nazi fighter was brought down by its intended "victim." R.A.F. sergeants, right, inspect the engine.



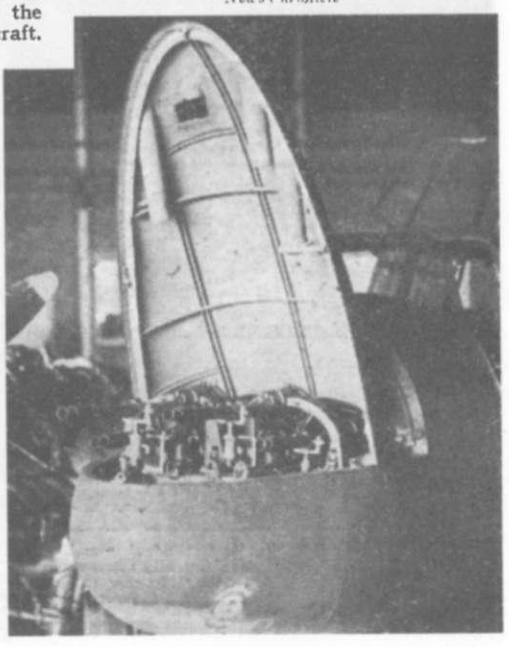
GERMAN bombers and fighters that have been brought down over Great Britain have given one or two "wrinkles" to our designers, as well as providing a knowledge of the weak spots of the enemy aircraft that has been put to good use by the R.A.F. Experts have been able to learn of every new advance made by the German designers and to consider its application to British aircraft. On the other hand, the suggestion that evidence of indifferent material and poor workmanship was found during the "post-mortems" on German aeroplanes has been proved untrue. Some of the material used does not reach British standards, but there is no evidence that the constructional defects are so great as to minimize the performance of the aircraft.



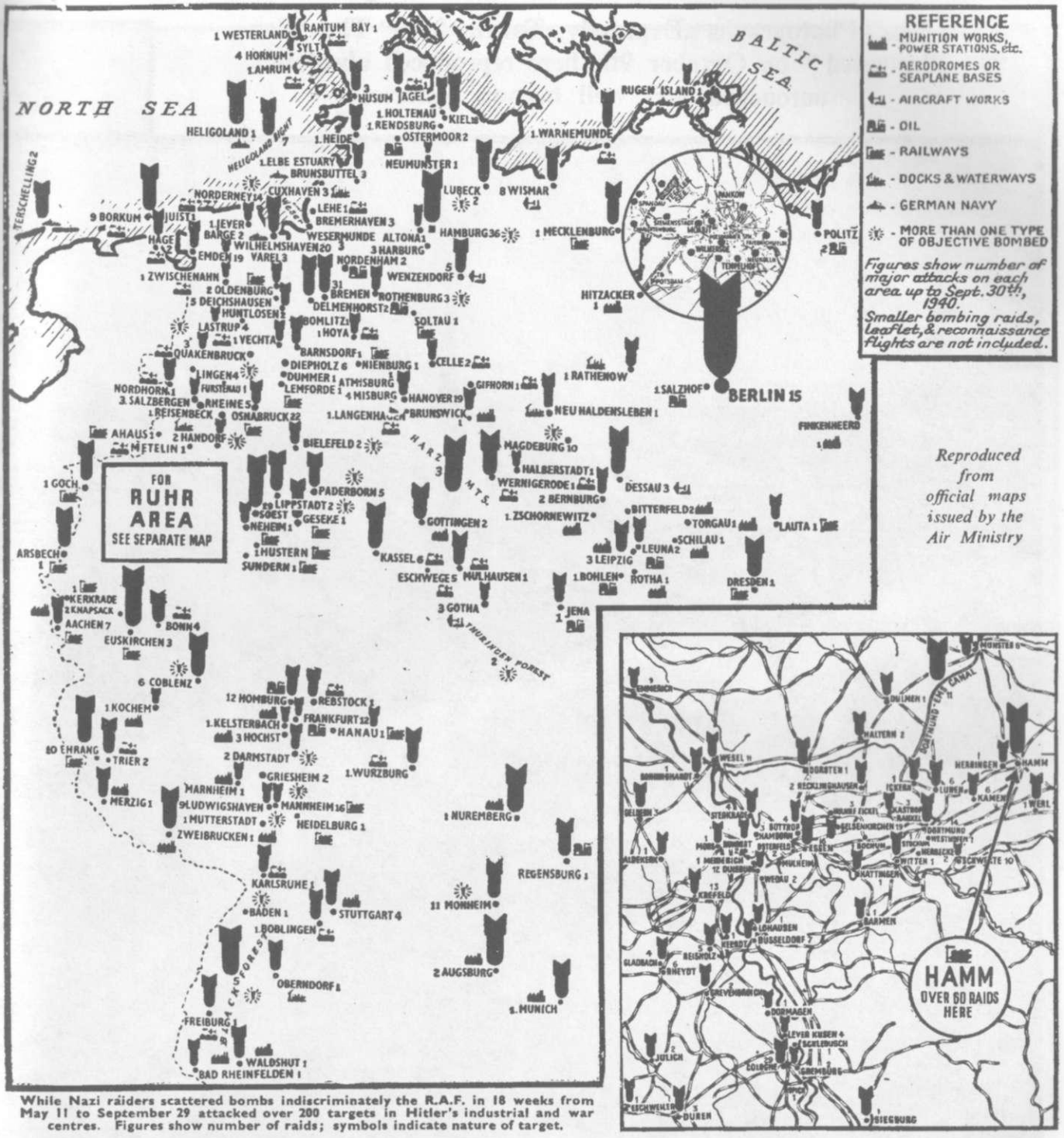
Examining the self-sealing petrol tank of a Junkers 88 bomber, the outside of which is made of vulcanized rubber. Below is seen a Heinkel 111 low-wing monoplane bomber.

A cannon gun from a Messerschmitt 110 which will not be used again. The menacing 4-gun mounting in the nose cowling of a Messerschmitt 110 is seen below.

*Photos, Topical Press; Planet News; "News Chronicle"*



# R.A.F. Weave a Web of Destruction Over Germany




*Reproduced from official maps issued by the Air Ministry*

**While Nazi raiders scattered bombs indiscriminately the R.A.F. in 18 weeks from May 11 to September 29 attacked over 200 targets in Hitler's industrial and war centres. Figures show number of raids; symbols indicate nature of target.**

More than seven hundred times, on more than two hundred targets in Germany itself, the R.A.F. dropped bombs in less than five months. The maps printed above indicate the places, the type of objective attacked, and the number of raids made on these targets of prime military importance. Every raid formed part of a scientifically planned series designed to hit the enemy in his vitals—his armaments production, oil supplies, transport systems, docks, harbours, power stations, his aerodromes and seaplane bases.

In due course, when it came into the R.A.F. plan, the enemy's capital was visited and points of military importance were attacked. Three times in August (beginning on the night of the 26/27th) and twelve times in September our bombers were over Berlin and its suburbs, attacking power stations, factories, aerodromes, oil stores, railway stations and goods yards, gas works, blast furnaces, cable works and a host of other establishments. In the Ruhr area the Dortmund-Ems canal was repeatedly bombed, and thus the munitions it carried —already diverted from much-tried railways and roads—were prevented from reaching their destination. Similarly stocks of raw materials for the factories and works were stopped. The great marshalling yard at Hamm was bombed more than sixty times (see inset map). Here the Germans send an enormous quantity of goods wagons from all over the country: at the yard the trucks are made up into trains for their respective distributing points. It follows that if the Hamm sidings be damaged and the work disorganized, goods of all sorts will pile up for days and the whole system will be put out of gear.

Another remarkable facet of the work of our bombers was the nightly attack on the ports, harbours, and river mouths where Hitler for months was assembling his invasion fleets. So terrible was the destruction wrought among his barges and other small craft that it was creditably reported that the enemy had withdrawn a great many barge convoys from the Straits to his North Sea ports, where they would be safer.

And it is indisputable that the R.A.F. attacks largely contributed to the delaying if not the total frustration of the German invasion plans.

# After 31 Days and Nights of Ruthless Bombing The Old Massive C

**These Photographs Expressly Taken for "The War Illustrated" on October 9th, here reproduced absolutely untouched, may well become historic.**

# London Life in the Blitzkrieg: Getting Used to it!

In the mass of world-forces the death and destruction which we see around us today—appalling and awesome as it may be to us who are existing in its midst—is no more than a scratch upon the abounding life-energy of the world. This little article, specially contributed by a famous international journalist to "The War Illustrated," is a reminder that even among the ruins "life goes on."

EVEN Hitler's total war in which gradually all the citizens of Britain have become directly involved cannot stop a thousand and one different entirely non-military pursuits. Life goes on, and we have to make the best of it.

Nature enables certain animals to adapt themselves—as a measure of self-protection—to their surroundings. They change their colour, their habits, their very shape in this process, which helps them to avoid a good many obvious risks to their life. The same is true of us. Khaki and camouflage are by no means the only outward signs of our astonishing adaptability.

Take, for instance, the question of earning one's living. While many established trades and professions have been badly hit, innumerable new ones have arisen almost overnight. Last year, when the introduction of the black-out created an immediate shortage of pocket torches and batteries, street traders within a few days had established a brisk trade in them; or in gas-mask cases; in black-out fittings; gummed paper for the windows, and many other similar requisites. If you look at the street traders now you will find that they sell very different things—mostly in connexion with "Blitz" necessities—e.g., anti-splinter mixture for painting windows, or gadgets of all sorts that might come in handy in a shelter.

Chemists are doing a roaring trade in sedatives, sleeping draughts, ear-pads, mouth-pads, bandages and disinfectants. There is a big demand for identity disks, and some enterprising people sell and even engrave them in the street while you wait. Again, with over a dozen foreign newspapers now appearing in London there is a good opening not only for foreign type-setters and printers but also for newspaper vendors. In days gone by one could get a foreign paper only in one or two shops around Leicester Square or at the big Continental termini. Now they sell them all over London.

A successful business that appears to have been badly hit is "Paddy's Mobile Book Stall." Paddy, an enterprising Irishman and a tailor by trade, had developed an enormous business as a street bookseller. He had established a large stall outside Liberty's, and there he did a brisk trade not only in papers and magazines but also in books and Government publications. Hitler's bombs seem to have driven him from his accustomed pitch—no doubt only temporarily. By the way, the banning of "Guilty Men" provided him and many other street stalls with a best-seller.

Speaking of books, foreign dictionaries, London guides and English textbooks seem to be in great demand. On the other hand, authors and publishers complain that the normal book trade has been very badly hit indeed; people have no money to buy books, so they say.

But furniture storage; the manufacturing of all kinds of shelters, stirrup pumps, shovels, boarding-up material, bullet-proof waistcoats, life-saving jackets, siren suits and uniforms must be reckoned among the flourishing trades at the moment. Then there are the junk shops where you can buy or sell anything from a grand piano to a tin hat.

Many of the established habits and traditions are being demolished, together with a few of London's buildings. Will there be a Lord Mayor's Show this year? Indeed, is it desirable or technically possible?

There is a slump in the demand for red-coated stentorian-voiced announcers at banquets. But, especially during the early months of the war, when bottle parties and clubs grew like mushrooms after the rain, there was a great demand for what Americans called "bouncers," i.e. chuckers-out.

The American "Jitney" system seems to have been transplanted to London; people not only share taxis, but there is quite an opening for private car hires at night when cabmen and some bus drivers go to shelter.

**Naturally enough the raids have slowed up postal collections and deliveries, but London's postmen, equipped with "tin hats," make their rounds in the bombed districts much as usual.** *Photo, Central Press*

Incidentally, it is high time the bus drivers received a special word of thanks and commendation. Their job is a most trying one and they are doing it magnificently. To the difficulties of driving in the black-out have now been added the perils of bomb and shell splinter, while the constant changing of routes owing to traffic diversion is in itself an ordeal to any driver.

So many people have now become ambulant that one can say to one's lady friends: "And where did *you* spend last night?" without risking a reprimand. It is interesting how, after many weeks of a rather silly snobbish attitude to sheltering (through the month of August "shelter crawling" was quite a popular pastime in Mayfair), people have acquired the habit of going to shelter as soon as it gets dark.

Here again several new trades have arisen. Enterprising citizens have opened canteens in the shelters and are doing quite well selling tea or hot soup or sandwiches. Then there are some "tough guys" that hire themselves out to protect specific pitches for their clients. Shops selling folding beds and camp mattresses are doing well. Snorers in the shelters are a great problem; to stop them from disturbing their fellow sleepers one or two places now employ "shelter shakers"—i.e. people who wake up the snorers as soon as they get too noisy.

This sudden necessity of communal sleeping raises many unexpected problems. Friendships are struck up and enmities established which will last a lifetime. They cut across all social barriers and they must act as an eye-opener to many a citizen. The ordeal brings out the sometimes hidden sterling qualities of some and the utter worthlessness of others. There is many a quarrelsome shelter pest who has to be dealt with next morning at the police court, and many a customer in shop or hotel who drives the staff crazy with pretentious demands for service and attention.

Most of the big hotels are benefiting from the "Blitz." Even people whose houses are as yet intact prefer living in larger and more solid buildings. Moreover, the gregarious instinct has unquestionably something to do with it: one hates being all by oneself in times like these, and the presence of others around becomes a necessity even for the most confirmed misanthrope.

While the hotels are doing well, the restaurants are hard hit. At night even those that occupy premises below street level are mostly deserted. But the first experiments in communal feeding are proving a great success.

Talleyrand observed that in times of great social upheavals people go in for the oddest of marriages. How true is that of today? And where can even the luckiest ones go for a honeymoon? Not only is it impossible to travel abroad, but half the British Isles must now be considered as protected areas. Again, with so many Londoners evacuated, there is hardly an hotel in the country where it is possible to obtain a bed, not to say a room.

When you suddenly have to evacuate your house what are the indispensable things you take with you? Which of your belongings do you treasure most? Thousands of people are faced with this problem every day, or rather every night. Then there is the question of domestic pets: we cannot take them to shelter, and we refuse to have them destroyed. But we are reluctant to leave them at home alone, so what is one to do?

In this topsy-turvy world some people flourish, while many professions, including "the world's most ancient one," are practically ruined. But life goes on. Asked what he had been doing in the days of terror during the French Revolution, the Abbé Sieyès replied: "I have lived." If we can say as much a few years hence, we shall be lucky.

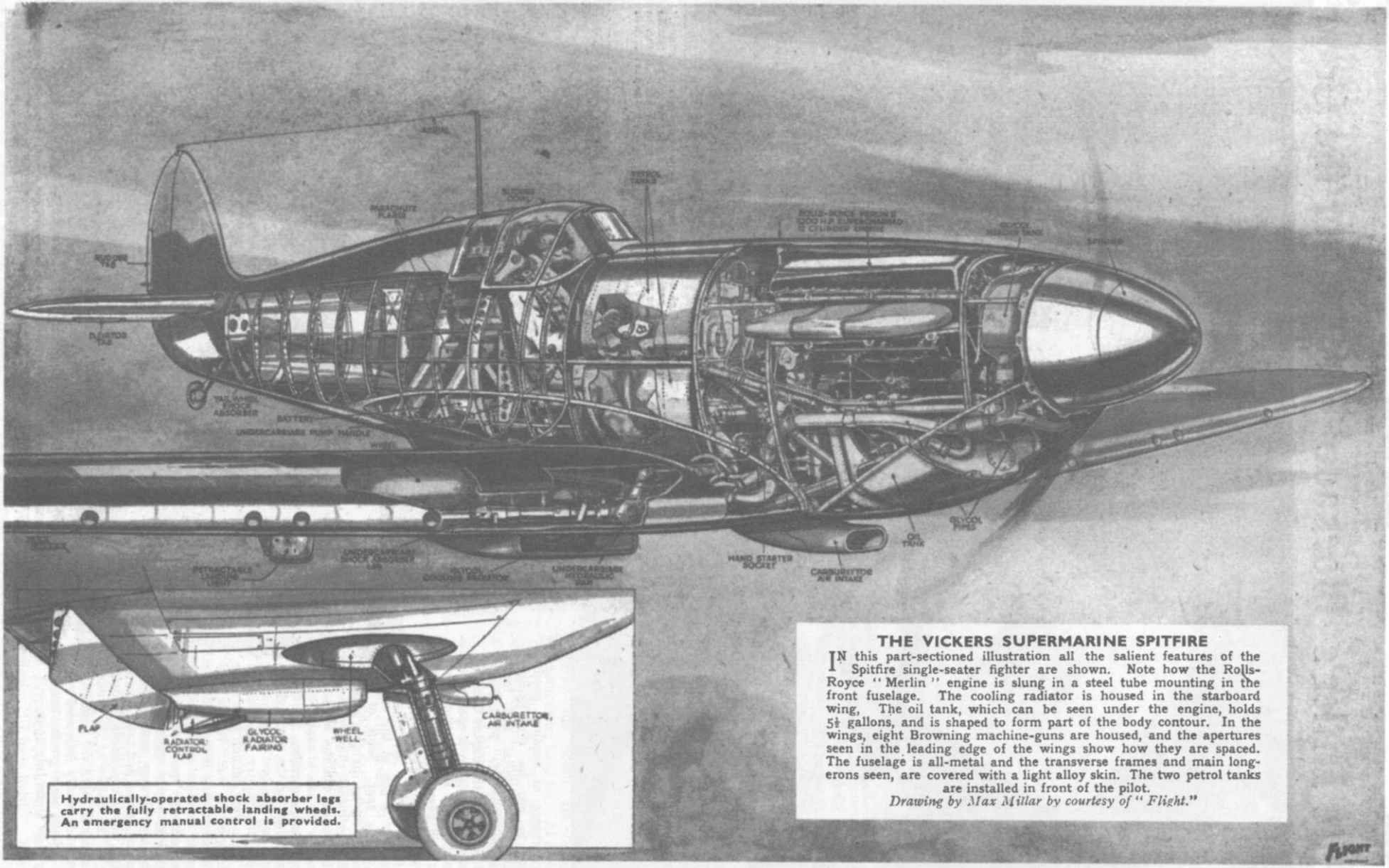
# Despite Hitler's 'Blockade' We Deliver the Goods

The Union Jack and the slogan "Britain delivers the goods" stencilled on packing cases, left, is how a Manchester textile firm combines export trade and propaganda. Right, a small boy inside a packing case stows away for export British biscuits, the best in the world.

THE importance of sending goods abroad to pay for the British imports of war material and food was emphasized by Mr. F. D'Arcy Cooper, Chairman of the Export Council of the Board of Trade, in a speech on September 4, 1940. He said that since January 1 this year Britain's imports had averaged over £100,000,000 a month, and visible exports only £40,000,000, or a gap at the rate of £720,000,000 a year. Some of that gap was made up by invisible exports, interest on investments, shipping, banking, and insurance, but the remainder must be met by the sale of capital assets such as gold and securities. Food and the raw materials for the war must all be paid for, and the best way was by exports from this country. The exports trade had had a very difficult time since the beginning of the war. It was only natural that in the first few months the dislocation of business owing to war conditions severely upset our export trade. The Government appreciated the danger and in February appointed an Export Council, whose first task, among other things, was to coordinate industry according to the nature of the trades. From February to April the position of the export trade vastly improved; in April our exports were greater than at any time since July 1930.

The excellence of the British products from the Staffordshire potteries has a world fame as widespread as that of Britain's textiles and biscuits, and there is still a great demand, not only from the Dominions, but from neutral countries, for British pottery. The girls in the photograph above are stacking up mugs destined for overseas markets as they come from the ovens.

*Photos, Fox, Keystone and "Daily Mirror"*




Hydraulically-operated shock absorber legs carry the fully retractable landing wheels. An emergency manual control is provided.

## THE VICKERS SUPERMARINE SPITFIRE

IN this part-sectioned illustration all the salient features of the Spitfire single-seater fighter are shown. Note how the Rolls-Royce "Merlin" engine is slung in a steel tube mounting in the front fuselage. The cooling radiator is housed in the starboard wing, The oil tank, which can be seen under the engine, holds 5½ gallons, and is shaped to form part of the body contour. In the wings, eight Browning machine-guns are housed, and the apertures seen in the leading edge of the wings show how they are spaced. The fuselage is all-metal and the transverse frames and main longerons seen, are covered with a light alloy skin. The two petrol tanks are installed in front of the pilot.

*Drawing by Max Millar by courtesy of "Flight."*

**The Vickers Supermarine Spitfire was first produced in 1936, and after prolonged trials was supplied to the Royal Air Force in July, 1938. Originally it was designed as a four-gun fighter, but the specification was altered to include eight guns. An aeroplane with outstanding qualities as a fighting machine, it is rivalled only by the equally-famous Hawker Hurricane, which is powered with the same engine and is similarly armed. A special version of the Spitfire was built in 1938 in order to attack the world's speed record, and it attained a speed of 420 m.p.h. The present standard service version is now being built in huge numbers.**

Span 36 feet 10 inches. Length 29 feet 11 inches.
Height 11 feet 5 inches. Wing area 240 sq. feet.
Weight loaded 5,850 lb. Engine power 1,030 h.p.
Initial rate of climb 2,300 feet a minute.

# The Spitfire—The World's Finest Fighter

**In all the annals of aerial warfare no finer fighter aeroplane ever existed than the Supermarine Spitfire. Time and time again as the conflict in Britain's skies continues our Spitfire pilots, flying with unsurpassed skill and courage, roar up from their stations to grapple with the Luftwaffe. Here Mr. Grenville Manton describes their capacities.**

THE unremitting havoc the Spitfires and their pilots have poured into the enemy, the terrible toll they have taken of Messerschmitts, Heinkels and Dorniers in a few brief but breathless months, have aroused the admiration of the civilized world. And a fearful respect is held by Nazi airmen for that sleek, pugnacious monoplane.

Yet though no German fighter can compare with the Spitfire it is not a recently-evolved machine, but something of a veteran. Back in 1936 the prototype powered with a Rolls-Royce Merlin engine of 1,030 h.p. first appeared. Its designer was the late Mr. R. J. Mitchell, whose brilliance and genius resulted in those wonderful Schneider Trophy racing seaplanes, the S.5 and S.6. In a way the Spitfire is a descendant of those machines and its success is a legacy of the triumphs of its predecessors which were built specially for the Schneider contests thirteen years ago.

In its design and appearance the Spitfire is perfectly orthodox. There is nothing freakish or unusual about it. It looks what it is, a beautifully proportioned, clean-lined monoplane. It is of stressed-skin construction with a cantilever wing covered with alloy sheet. The tail unit, too, is cantilever, and with the exception of the rudder and elevators, which are covered with fabric, the covering is of aluminium alloy sheet.

The fuselage is built of metal, the framework being covered with an alloy "skin" which is attached with flush rivets to give a completely smooth surface. As on all modern fighting 'planes, the undercarriage is of the retractable type, the wheels and legs being tucked away into the underside of the wings when the machine is in flight. The retraction is controlled by an hydraulic system and there is also an emergency hand device.

Housed in the Spitfire's forbidding nose is its Rolls-Royce Merlin 12-cylinder Vee liquid-cooled engine of 1,250 h.p. The radiator is of special design and is housed in a duct beneath the starboard wing. The motor drives a Rotol three-blade controllable-pitch airscrew, the hub of which is fitted with a spinner. In front of the pilot are two petrol tanks, which together hold 85 gallons.

### It Fires Over 20 Rounds a Second

The fuel is fed to the engine by pumps, and starting is effected by an electric starter and a manually-operated turning gear. The pilot sits in an enclosed cockpit, which is fitted with a sliding glass hatch and a hinged panel in the side of the fuselage. The wind shield fixed to the front of the cockpit is fitted with bullet-proof glass and there is a "fire-wall" arranged immediately behind the engine.

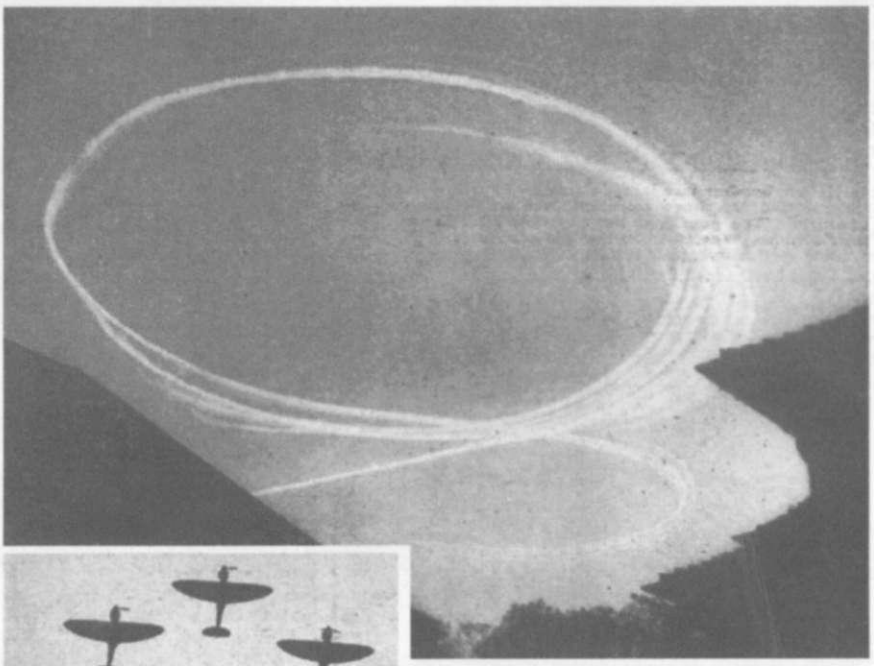
The armament of the Spitfire comprises eight machine-guns, all located in the wings, four on each side of the fuselage. These guns, which, with a rate of fire of 1,300 rounds per minute, are capable of producing a most shattering effect on enemy machines, are Brownings. They work on the barrel-recoil principle, and because they are mounted outside the propeller arc, they can be fired at maximum speed. This is not possible with guns which fire through the propeller, as they have to be synchronised in order to avoid certain inevitable damage to the blades by bullets. In the equipment of the Spitfire a lot is squeezed into a little space. Besides having the full complement of normal flying and blind-flying instruments it carries a radio set, oxygen equipment for high altitude flying, a first-aid outfit, parachute flares and landing lights for night operations.

When, in July, 1938, the first batch of Spitfires was delivered to a fighter squadron, a new milestone was reached in the history of the Royal Air Force. It marked the extinction of the trusty and well-tried biplane fighter and opened up fresh developments in aerial warfare. When it was first introduced, though everyone was impressed by its tremendous speed, there were doubts expressed as to its suitability for service as a standard fighter. It was suggested that its immensely high speed would make it difficult to manoeuvre in combat, that it would be ineffective in "dog-fights" because it would be unable to twist and turn nimbly. Pilots, it was thought, would find it difficult and tricky to fly.

But months of war have proved all these contentions to be wrong. The Spitfire is easy and pleasant to fly, and it is used at night as well as by day. And, as has been proved again and again in the fighting over England, it has superlative qualities as a fighting machine. The Germans know this well, as many who have been shot down have revealed in explaining their defeat by such words as "Spitfire—too good."

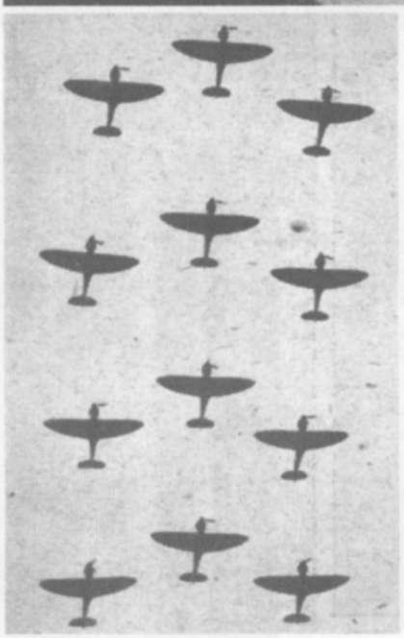
As time has passed modifications have been made to the machine, each one adding to its speed and fighting power. At first, when it was fitted with a two-blade fixed-pitch wooden airscrew, its speed was 362 m.p.h. at 18,500 feet. Then by using a de Havilland controllable-pitch airscrew the speed was raised to 367 m.p.h. Changes were then made to the engine, a new fuel was employed, the Rotol airscrew was adopted, and the speed rose to 387 m.p.h.

Experts, ever striving for further improvements, have lately made it faster and more formidable than ever. And so the Spitfire remains, after four years, the swiftest and most deadly fighting aeroplane of the war against Hitler. Its companion, the Hurricane, is equally remarkable in its own field and it has received much less than its due from the public. This is partly because of the attention focussed on the somewhat faster Spitfire by the funds raised for it all over the country and Empire.



**Under certain conditions of height and air temperature 'planes leave clear tracks in the sky from their exhausts. Here is such a record of an exciting chase over Kent by our fighters of five Nazi fighter bombers.**

*Photo, Wide World*



**Flights of Spitfires are a familiar sight in British skies, and this fine and very characteristic formation plan shows how well the machines are handled.**

*By courtesy of "Flight"*

# Little Foretastes of Tomorrow's 'Blitz' on Egypt

This Italian bomber was forced down on Egyptian territory, and has been on public exhibition at Alexandria. The people of the city may read in their own language (Arabic) the 'plane's story.
*Photo, Wide World*

Above, men of an infantry unit among the ruins of a Western desert fort captured by the British. Centre: a wireless operator at work in the desert. Right: Italian soldiers are seen entering Sidi Barrani. The buildings in the background have been shelled by the British Fleet.
*Photos, British Official: Crown Copyright; and Wide World*

# DUNKIRK TO DAKAR: CRISES OF THE SUMMER

It is opportune to present my readers with a brief but comprehensive review of the later political development of the War as many new and surprising changes are impending. I have therefore invited Mr. George Soloveytchik, one of the ablest and best informed commentators on international affairs, to contribute occasional articles in which he will give THE WAR ILLUSTRATED readers the advantage of his knowledge. A British subject, of Russian origin, Mr. Soloveytchik has long enjoyed access to the most authoritative sources of information.—ED.

LET us take stock of the situation. Its "debits" and "credits" are considerable.

The first few weeks of Hitler's "Blitz" had one rather striking political result. For the first time in many years Britain's international prestige began to rise again. Not only the neutrals, but even Germany's vassal countries were impressed by Britain's capacity "to take it." After two decades of smug complacency and escapism the British suddenly proceeded to give the world a display of their finest characteristics. Our prestige was still on the upgrade when a series of events once more threatened to cause us great damage in the eyes of the world. The abortive expedition to Dakar, the German-Italian-Japanese alliance, the sharp anti-British turn in Rumania, Italian progress on the Egyptian border, an ugly situation in Spain, and at home a shocking muddle over the shelter and evacuation questions each one of these setbacks (and only purblind fools can deny that they are setbacks !) would be unpleasant enough. But taken together they constitute a sum total of liability which must be liquidated as soon as possible.

Fortunately we have a Prime Minister who is not only fully alive to all these difficulties, but who has the courage to name them and to tell the nation the naked—if unpleasant—truth. No one in this country can sum up a situation in a phrase that is at once dramatic and succinct better than Mr. Churchill. In a recent speech he invited the British public to ponder "the cataract of disaster" that has poured over us during the last year. And at the time people were so overjoyed with the miracle of Dunkirk that they almost mistook it for victory it was Mr. Churchill who reminded them that this was really a colossal defeat and that "wars are not won by evacuations."

There is something at once tragic and noble in the fact that Mr. Churchill—the greatest of our many unheeded Cassandras—has to carry on his powerful shoulders responsibilities which would never have arisen if his warnings had been listened to in time. He became Prime Minister at the time of the Norwegian fiasco. The road from Narvik to Dakar was certainly not of his making, yet he has had to travel along it. He has managed to do so while keeping a cool head and a heart of oak a truly wonderful performance that is an inspiration to the whole nation.

His recent cabinet changes indicate determination to grapple with the vital domestic issues without delay. The shelter crisis and the evacuation problem are certain to receive both competent and energetic treatment from Mr. Herbert Morrison, while the latter's successor at the Ministry of Supply, Sir Andrew Duncan, is one of the few really outstanding newcomers to our administration since the war : Lord Woolton is another.

### 'Too Little and Too Late'

AND now for the international situation. With regard to the anti-British developments in Rumania, it has been obvious for a long time that the whole of south-eastern Europe is at Hitler's mercy. After the Austrian "Anschluss" and the sacrifice of Czechoslovakia the Nazi grip over the whole Danubian area became so firmly established that only some super-imaginative stroke on our part might have affected the situation in our favour. The various Balkan governments made no secret of their fear of Hitler and of their desire to be bolstered up by us against his political and economic pressure

Certain opportunities, particularly in the economic field, were still open to us. What we did was "too little and too late." Had the special trading company, for which these countries and a few wise people in the city of London had been pleading in vain for years, been started in good time, Hitler's "Bloodless Invasion," together with its unavoidable political repercussions, might have been retarded or even nipped in the bud. Then, again, all the small nations of Europe were hoping for some British military and political success somewhere which would have proved a rallying point against the progress of Nazism ; alas, they looked in vain. So most of the Balkan governments threw in their hands in despair.

### The Gangsters of Berlin and Moscow

TODAY the dominating influences in that part of the world are Nazi Germany and Soviet Russia, and nobody knows the exact nature of the understanding between the gangster of Berlin and the gangster of Moscow. It is unlikely that they would risk a conflict over Danubian, or indeed any other part of Europe. Their partnership may be an uneasy one, but they have far too many interests in common to allow their fundamental hatred of each other to lead them to an open clash.

Be this as it may, the fact remains that in Rumania at the moment we are powerless to protect our financial investments, our political interests, or even the lives of our citizens, and alas, much the same is true of the Far East. With the only difference, however, that in Rumania that situation is new, whereas in the case of Japan it has now lasted for an uncomfortably long time. The formal alliance between Japan, Italy and Germany does not greatly affect our position in this respect, and has been generally interpreted as a challenge to America and Soviet Russia rather than to us. But as an indication of the measure of importance attached by the Japanese Government to our good will it is pretty eloquent.

Then there is the Mediterranean situation. For years experts had been warning Mr. Chamberlain's Government that Mussolini and his "stooge" Franco constituted a challenge and even a danger to British interests there. Mr. Chamberlain did not share that view. Indeed, he was willing "to eat his hat" if the pact he made with Mussolini did not re-establish the proper balance of power in the Mediterranean. Mussolini, with unsurpassed cynicism, awaited the collapse of France to enter the war and to press forward at the time of our greatest embarrassment. So far his successes are more theoretical than real. Yet it is foolish for some of our official spokesmen to sneer at the Italians as they do, and then to be forced to abandon territory to them.

As to Spain, she seems now to be much in the same position as Italy was in the early months of the war : a non-belligerent but certainly not a neutral country, and one that is only awaiting an opportune moment to come out openly against us. Much responsibility for our difficulties in the Mediterranean belongs to the French. Not only did they refuse to utilize their own very considerable army stationed on the Italian border against Mussolini while there still was time, but it is an open secret that they prevented certain R.A.F. action contemplated by us which might have achieved some vital results from the very beginning.

Again, the disloyal behaviour of the French navy under Admiral Darlan's orders and the resulting necessity of our action in Oran further contributed to our trials and tribulations, out of which, however, we extricated ourselves extremely well when everything is considered. The collapse of France would have been a sufficiently hard blow for us, in any case. But what makes things so much worse is the deliberate and sadistic way in which the malfeasant Vichy gang has sought to impede our actions since the French capitulation. Chief responsibility for that rests not with 84-year-old Pétain, but with Pierre Laval, a sinister personage and an avowed enemy of Britain.

It is incomprehensible that we should have allowed these men to thwart General de Gaulle's attempt to land at Dakar. To begin with, it may be asked : Why did we lend curselves to this adventure which was obviously ill-timed and badly prepared ? And why did we let the "Vichy" ships through Gibraltar ? Again, having once become associated with this expedition, why did we not see it through ? It appears that General de Gaulle did not want to fire on his compatriots. How can any civil war be fought if that is to be the guiding principle ?

Further, it is quite clear that, at any rate, the spearhead of a German-Italian expeditionary corps is now at Dakar, so that it was no longer purely a question of fighting Frenchmen, but of the allied Franco-British forces fighting the Axis and its satellites. Had the Dakar expedition taken place a few weeks earlier, had it been better prepared and more carefully planned, this present fantastic situation would never have arisen. If General de Gaulle wants to save his movement from disgrace and disintegration, he must not merely avoid the repetition of such follies, but he must look for a spectacular success somewhere else. We, too, need a success, and we need it badly.

### If the Italians Accept Battle . . . .

GREAT and decisive action is looming in the Mediterranean. Much in the future conduct of the war will depend on it. Our position there is fraught with considerable potentialities if only the Italians can be induced to accept open battle—which up to now they have been reluctant to do. Yet there is also another "if" ; if this time we avoid the mistakes that have led us from Narvik to Dakar. It is an old truism that the British are never ready for their trials, but always equal to them. Only we cannot "muddle through" this time, and no one knows it better than our present Prime Minister.

Through the follies of his predecessors, and owing to the collapse of France, we have found ourselves in a position of unprecedented gravity. Under his inspiring leadership we have stood up to our trials magnificently, but that is not enough. At home, we are enduring the bitterest of sieges night and day. Abroad we have nothing but difficulties in Europe and in the Far East.

True, we are not alone. The Empire is a pillar of moral and material strength to the Mother Country. Our Allies are each contributing their share to our effort. The great United States democracy is giving us much valuable help, and may give still more. Yet in this fight which we wage not only for our lives but for the future of mankind, the primary burden and the heaviest responsibility devolve on us. In facing our task we must make up our minds, once and for all, that we shall countenance no more Narviks, no more Dunkirks and no more Dakars.

# OUR SEARCHLIGHT ON THE WAR

## The Bullying of Norway

QUISLING has abolished the Norwegian flag and adopted a new one which shows a golden cross on a red ground. All portraits of King Haakon and other members of the Royal Family which may still be seen in public places, schools, official premises, etc., are to be removed and destroyed, although the ban does not yet extend to the thousands of portraits in private houses. The word "royal" is henceforth prohibited wherever it was used in commerce and industry. Royal names of streets and hotels must be altered; incidentally, English names are also banned. Norwegian churches have been instructed to alter their set prayers, and particularly to remove from them all mention of the King and the Royal Family. Compulsory service for all Norwegian boys and girls is being introduced on the model of the German Arbeitsdienst. Jew-baiting has started, and in some districts a special notice has to be shown indicating that a shop is of Jewish ownership. Moreover, Jews are forbidden to practise as doctors or lawyers, or to enter or remain in any State service.

## 'Strangers' Guide to Flak'

FLAK is a contraction of a German phrase signifying anti-aircraft guns, and the British Air Ministry has thoughtfully issued a pamphlet full of information on the German air defences. There are, it seems, two kinds of Flak, light and heavy. The former are guns of from ¾ in. to 2 in. calibre, and fire shells weighing from ½ lb. to 3½ lb. The smallest will fire 160 rounds a minute with a range of 7,000 ft., while the largest fires 25 rounds a minute and has a range of more than three miles. Heavy Flak range from 3½ in. guns firing 15 rounds a minute and throwing shells to 20,000 feet, to the 4.7 in. firing ten 32 lb. shells a minute to a height of 30,000 ft. The heavy guns are directed by complicated instruments known as predictors, but the information obtained by this means can be rendered useless by pilots changing their course, height or speed the moment the gun is fired.

## British Barrage Balloons in Sweden

A GALE in the Channel has once more driven a number of Britain's balloons towards Sweden, where they have caused a good deal of inconvenience and some damage to electric power cables. Stockholm's suburb, Sundyberg, was blacked out for a time, as well as some country parishes in southern Sweden. A Swedish air line has had to suspend its foreign services to Berlin, Helsinki and Moscow on account of the drifting balloons. Stormy weather may not be entirely responsible for the breaking away of these balloons. It is well known that our barrage is now being flown higher than previously, which involves a thinner cable of lighter weight. This is more lethal to raiding 'planes, but may well be less able to withstand a sou'wester.

## Germany's New Five-Point Plan

SOME high officer of the Nazi Air Force, who describes the present operations against Great Britain as "merely an initial phase," has outlined a new plan for the air war as follows: (1) Absolute control of the Channel and English coastal areas; (2) Progressive and complete annihilation of London, with all its military objectives and industrial production; (3) A steady process of paralysis of Britain's technical, commercial, industrial and civil life; (4) Demoralization of the civil population of London and the provinces; (5) Progressive weakening of the British fighter force. This comprehensive plan looks well on paper and doubtless caused great satisfaction when submitted to the German High Command. Whether the pilots of the Luftwaffe regard it with the same optimism is open to question. For instance, upon point 5, the defeat of our fighter defence, hinges the success of the other four points of the plan, and fulfilment of this condition must appear, even to the German authorities, to be as far off as ever. To the British authorities, with their authentic records of 695 R.A.F. aircraft lost (of which 338 pilots were saved) against a total of 2,608 enemy machines destroyed over and around our coasts since war began, it is considerably more remote.

## All-American R.A.F. Squadron

H.M. THE KING has approved the formation of a squadron in the R.A.F. to be composed entirely of pilots from the United States. It is to be known as the Eagle Squadron, and the badge consists of an American eagle with the letters "E.S." above it. The Commander is Colonel Charles Sweeny, who was one of the organizers of the group of American volunteers who came over in 1914 to join the French Army and later formed the "Escadrille Lafayette," which was responsible for the destruction of 199 German aircraft. The fighting commanding officer is Squadron-Leader W. E. G. Taylor, who formerly served in the U.S. Naval Air Service. In August, 1939, this officer came to England and was granted a commission in the Fleet Air Arm. All the pilots, of whom 34 have already been enrolled, are volunteers with a great deal of flying experience. Three are stunt pilots and one a professional parachutist. Several were serving in France with the Allied Air Force, and after the Pétain surrender they set out for England by long and devious routes in order to continue their service in the fight for freedom.

**Squadron-Leader W. E. G. Taylor of New York is in command of the first all-American R.A.F. Squadron to serve with the R.A.F. It is known as the Eagle Squadron, and members wear the Eagle badge on the sleeve.**

*Photo, British Official: Crown Copyright*

**LIEUTENANT (ACTING CAPTAIN) ERIC C. T. WILSON, the East Surrey Regiment, attached Somaliland Camel Corps, was awarded the V.C. on Oct. 12, 1940, for conspicuous gallantry in Somaliland. The official account states that Captain Wilson was in command of machine-gun posts manned by Somali soldiers in the key position of Observation Hill, a defended post in the defensive organization of the Tug Argan Gap in British Somaliland.**

**The enemy attacked Observation Hill on August 11, 1940. Captain Wilson and Somali gunners under his command beat off the attack and opened fire on the enemy troops attacking Mill Hill, another post within his range. He inflicted such heavy casualties that the enemy, determined to put his guns out of action, brought up a pack battery to within 700 yards, and scored two direct hits through the loopholes of his defences, which, bursting within the post, wounded Captain Wilson severely in the right shoulder and in the left eye, several of his team being also wounded. His guns were blown off their stands, but he repaired and replaced them and, regardless of his wounds, carried on, while his Somali sergeant was killed beside him.**

**On August 12 and 14 the enemy again concentrated field artillery fire on Captain Wilson's guns, but he continued, with his wounds untended, to man them. On August 15, two of his machine-gun posts were blown to pieces, yet Captain Wilson, now suffering from malaria in addition to his wounds, still kept his own post in action. The enemy finally overran the post at 5 p.m. on August 15, when Captain Wilson was taken prisoner.**

## British Pilot Sinks Submarines

THE recent award of the Distinguished Flying Cross to Acting Flight-Lieutenant William Weir Campbell, pilot of a flying-boat of the Middle East Command, was made in recognition of his daring and determined attacks on Italian submarines, by which two were destroyed with bombs and another with machine-gun fire. When the periscope of the first was sighted Flight-Lieutenant Campbell at once dived and released his bombs. There were two bursts abaft the conning-tower, and immediately the nose of the submarine rose sharply out of the water. Then the hull slid back vertically to the bottom. Air bubbles and oil at once began to appear on the sea and two hours later there was a large patch 300 by 500 yards across. Next day the same flying-boat sighted an Italian submarine on the surface, and again the flight-lieutenant dived to attack, scoring direct hits beside the conning-tower. Although in the open sea and in the face of an approaching storm, Flight-Lieutenant Campbell alighted, taxied the flying-boat among the wreckage and saved four of the submarine's crew. Because of the state of the sea, rescuing the survivors demanded the greatest skill and patience.

After they were safely aboard and a final search had been made, Flight-Lieutenant Campbell resumed his patrol, handing over the prisoners at the end of the day. On the return journey to the base this pilot sighted yet another submarine on the surface. This he machine-gunned, as he had no bombs left. After the second attack the submarine crash dived. It is reported that his special aptitude for dealing with submarines has earned for Flight-Lieutenant Campbell the nickname of "Dead-eye Dick" among his fellow pilots.

# Sergeant Hannah Told Me the Fire Was Out

Sergeant Hannah's story of the deed which won him his V.C. has already been told (*see* page 387). Now we give the account of the incident broadcast by Pilot-Officer Connor, who brought the badly damaged aircraft and the injured sergeant safely home and was himself awarded the D.F.C.

IF anybody had told me that only half the crew and three-quarters of the aeroplane would return to England that night I should have been inclined to laugh at them —but that's what happened. . . .

As we came round for the second attack we met a terrific barrage. We were hit in the wing on the way down several times, and the aircraft shook so much that it was not an easy matter to keep control of it. However, we released our bombs, and it was then that I saw flames reflected in my windscreen, but I was so busy taking violent evasive action against the anti-aircraft guns that I didn't at first give it any serious thought. While I was avoiding the shells as best I could the wireless operator (Sergeant Hannah) called me on the inter-communication system and announced, very quietly, in his marked Scots accent: "The aircraft is on fire." I asked him: "Is it very bad?" He replied: "Bad, but not too bad."

I gathered from this conversation and from the fact that the reflection of the flames was getting brighter and brighter, that the position was fairly serious. I immediately warned the crew to prepare to abandon the aircraft.

After three or four minutes of more shells whizzing through us and past us I was relieved to find that we were at last out of range, and I think it must have been about this time that my navigator and rear gunner jumped for it. There is no doubt that the navigator was convinced that there was no chance of the aircraft surviving, while the rear gunner apparently had no option. He was literally burned out of his bottom cockpit.

The fact that the rear gunner did jump gave Sergeant Hannah more freedom of movement. While he was fighting the flames with his log book and with his hands I could feel the heat getting nearer and nearer to the back of my neck, but at the same time I noticed, when I turned round, that the flames were still some four or five feet away from me. At first Hannah was wearing his oxygen mask, but the fumes were evidently too strong and he found himself beginning to suffocate. So, without hesitation, he ripped the mask off and dashed through the fire heedless of the burns which he could not possibly avoid.

After about 10 minutes, which seemed like hours, I noticed the reflection in the windscreen had died down and that in place of the heat at the back of my neck there was a welcome and refreshingly cool breeze. I asked the sergeant on the inter-communication system, which miraculously escaped damage, how things were going. He said, in his cheery manner: "The fire is out, sir."

He scrambled into my cockpit and brought me the navigator's maps so that I could steer a course for home. In turning round to take the maps from Sergeant Hannah I realized what he had gone through. His face was badly burnt, his flying suit was scorched all over, and altogether he looked a sorry sight. Through it all he was grinning, and I then knew that although his injuries were severe they were not as bad as they looked.

When I looked at the machine after landing, I found that the rear gunner's cockpit and half the interior of the fuselage were charred ruins (*see* picture in page 387). There was a hole in the fuselage large enough for a man to crawl through. There were holes in the wings, but far more serious were the holes in the petrol tanks, and how the petrol did not catch alight and undo all Sergeant Hannah's good work will remain a mystery.

**The 'plane which accomplished this memorable flight was badly damaged. This photograph of part of the machine shows a large hole made in the fuselage by a cannon shell.**

*Photo, British Official: Crown Copyright*

**This photograph of Pilot Officer Connor, whose exciting story of his flight with Sergeant Hannah over Antwerp is recounted on this page, was taken at his base.**

*Photo, Keystone*

To make matters even worse, while he was beating out the flames thousands of rounds of ammunition were going off in all directions and he had to fight his way through this fierce internal barrage to save the aircraft. He did not give his own safety a thought.

And Sergeant Hannah, modest as he is courageous, said:

It seems to me that most of the credit ought to go to Pilot-Officer Connor.

People don't fully realize that, while I was doing my best with the fire, he was sitting up aloft as cool as a cucumber, taking no notice of the flames, which were only two or three feet away from him, or the sounds of bullets which were either whizzing close to his head or hitting the armour plating just above.

All the time I wondered whether we would ever get out of the flaming aeroplane, but when I realized how cool Pilot-Officer Connor was I knew that, if things got too bad, he would make an effort to land on the water.

Thanks to him, we landed at our base.

# I Watched the Navy Pound Cherbourg

Early in the morning of Friday, October 11, a tremendous hammering was given to the German-occupied port of Cherbourg by the guns of the Royal Navy and the bombs of the Air Force. The following eye-witness story of the naval bombardment was written by a press correspondent with the fleet.

WHEN the Navy, in its turn, struck at an invasion port the Navy struck hard.

In the dark of the early morning of October 11 our war vessels pounded the basin and dock area of Cherbourg. The bombardment was delivered by full broadsides from the ships and lasted for about seventeen minutes. In that time, according to an estimate made by a gunnery officer before the official returns were rendered, some thousands of shells were fired. These were fired at an area perhaps a square mile in extent in less than twenty minutes. And shells are more destructive than bombs.

I went aboard one of the smaller ships as the captain was telling his ship's company the scheme for the night's operations. He ended his cool and detailed narrative with, "It's money for old rope." The men grinned at that, and they grinned again in the same way hours later. The enemy was not only taken by surprise; he was fooled.

## I WAS THERE!

**The terrific bombardment of Cherbourg by British naval guns on the night of October 10-11, considerably reduced the concentrations of enemy shipping in the German-occupied harbour. During the operation no opposing force from the enemy was encountered. A blinding flash of gunfire is seen directed at the invasion port.**
*Photo, British Official : Crown Copyright*

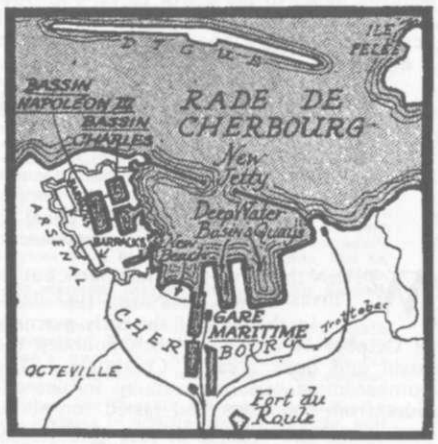
"The Light Blues are doing nicely," our captain said as we sped stealthily across the Channel. From our position in the screen around the heavy ship we could see the flashes of A.A. fire from our target port. We could see the searchlights raking the sky. We turned 90 degrees to port and took up new positions.

Then hell was let loose. Every ship fired together. The night was shivered into half a hundred thunderclaps ; the ear-rattling yet hammer-like crack of the smaller guns, the bellowing of the bigger guns, deeper in tone than ours, yet as metallic and as cruel. Spiteful tongues of flame came from the ships, great rolling clouds of black smoke lit from within with red and orange light. Those on the bridge hid their eyes and covered their ears. I was dizzy and reeling for a moment, blinded by flash and silly with noise, in spite of my smoked glasses and plugged ears.

Once a searchlight came down to shine for a second across the sea. It was turned off and then up again, as though some know-all had said to its operator, "Don't be absurd." Yet the flashes of the guns were flaming signposts. Perhaps the defences were blinded by the fires ashore.

We turned sharply away for home without signals, for every manoeuvre since we had left our home port in the early dark had been done by the programme and the clock. Then and at last the shore batteries opened fire. We were rapidly lengthening the range—we must have been nearly a dozen miles away by now—but we heard the shells. But never a hit in the whole fleet. Star shells went up to spot us by and we thought we heard an aeroplane overhead. In the engine-room they were certain they heard the 'plane and felt the thumps in the water and fancied for a time that we were being bombed. But we could see the flashes from the shore batteries. We put out a smoke-screen to fox the spotters. Soon we were out of range.

When I came up to the bridge an hour or so later in a glowing, misty, splendid dawn we were steaming into port. Our escort of two fighter squadrons was coming out in formation to meet us. We overtook a ship and exchanged no formal salutes as we slipped past. But its captain, the fleet senior officer, waved his cap over his head from the bridge, and we all waved back. A signal from the commander of our ships winked its way by lamp along the line. "The flotilla carried out last night's operation very well."




**This map of Cherbourg Harbour shows the Bassin Napoléon where shells registered hits on dry docks, and the Gare Maritime where harbour works suffered badly.**

A Royal Air Force pilot who was operating in the area at the same time broadcast an account of the bombardment. He said :

As we went over the English coast the glare and explosions appeared to be so close that I imagined at first we must be off our course, but it was Cherbourg all right—about 100 miles away. Clouds drifting across the scene were silhouetted against the white glow of flares which dropped incessantly over the target area from other aircraft, illuminating the place. As we neared it, the enemy ground defences completed the effect with searchlights, "flaming onions," and anti-aircraft fire.

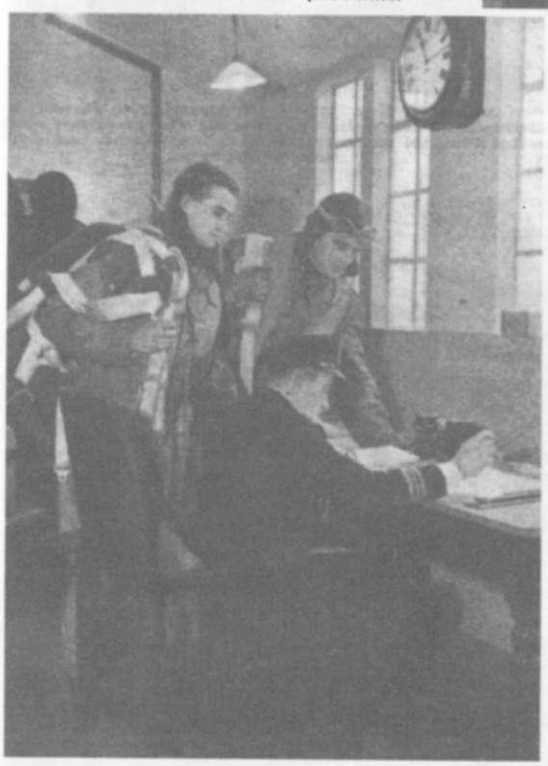
We were over the target area when suddenly the Navy let fly. It was like 500 thunderstorms rolled into one. One of my pilots said that even the tornadoes he had experienced in the Pacific Islands came nowhere near it. Every cloud flamed bright amber colour, and we could see the bursts of the first salvo plumb in the docks. Until then the ground defences had been blazing away at us, but this sudden blast from the sea "foxed" them absolutely. The searchlights went quite drunk, waving aimlessly about the sky ; the guns continued firing, but goodness knows what at. There was complete chaos down below. I said to my crew when we landed, "I have seen a few Fifths of November but what about October 11 ?"

# When The Fleet Air Arm Goes Aloft

When the Fleet Air Arm takes the air it is a quick change for those who go aloft in a new sense of the term. This rating slips on his flying kit over his uniform in double-quick time.

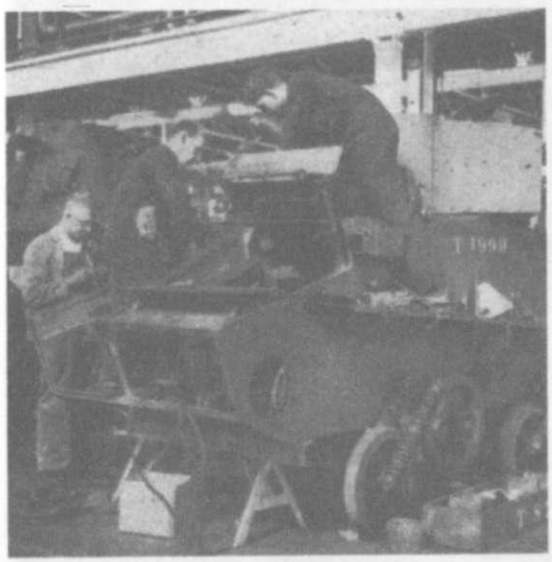
Carefully selected men are chosen for training at the Fleet Air Arm Schools, which, though on land, are named like ships, two of them being H.M.S. "Raven" and H.M.S. "Peregrine." An important part of the course deals with the recognition of British and enemy 'planes. Scale models are used for this purpose. A class is here being taken on H.M.S. "Peregrine" by a Sergeant Instructor of the R.A.F

Air gunnery is an important part of the Fleet Air Arm training course. On board H.M.S. "Raven," a petty officer is giving instructions in the use of the Boulton Paul turret fitted with four Browning guns. Many successes against Nazi 'planes have been achieved, but figures have not been issued regularly.



Map reading is an important part of the course for both pilots and observers. Here in the operations room of H.M.S. "Peregrine" charts are being studied before some of the learners set out on a practice flight. Right, last instructions are being given before taking off. *Photos, Topical*

# Now We've Got the Tanks and the Men As Well



Above, left, tanks that were brought home damaged from France are being repaired and made ready for action again. Right, engines that have had a thorough overhaul are ready to be refitted. The works in which these photographs were taken specialize in quick tank repairs.

Two members of a tank crew preparing to set out are putting on their goggles and adjusting the earphones which enable them to communicate with one another above the noise of the tanks.

When the time comes for land fighting once more, there will be no lack of tanks or the men to man them, for day and night the British Army's strength in these and other mechanized units is being rapidly added to. There is an Officer Cadet Training Unit in the south of England where future commanders of land ships are trained. Above, cadets are waiting with their light tanks to start out for exercises. Right, the word to move off has been given, and amidst a cloud of dust one of the little tanks starts off at top speed.

*Photos, Planet News*

# They Sleep in Safety Beneath London's Streets

This underground shelter in North London of the type standardized by the Government, with a four-tier chicken-coop bunk, makes comfortable accommodation for children. The little boy and his dog (oval) appear to enjoy their strange surroundings below ground.

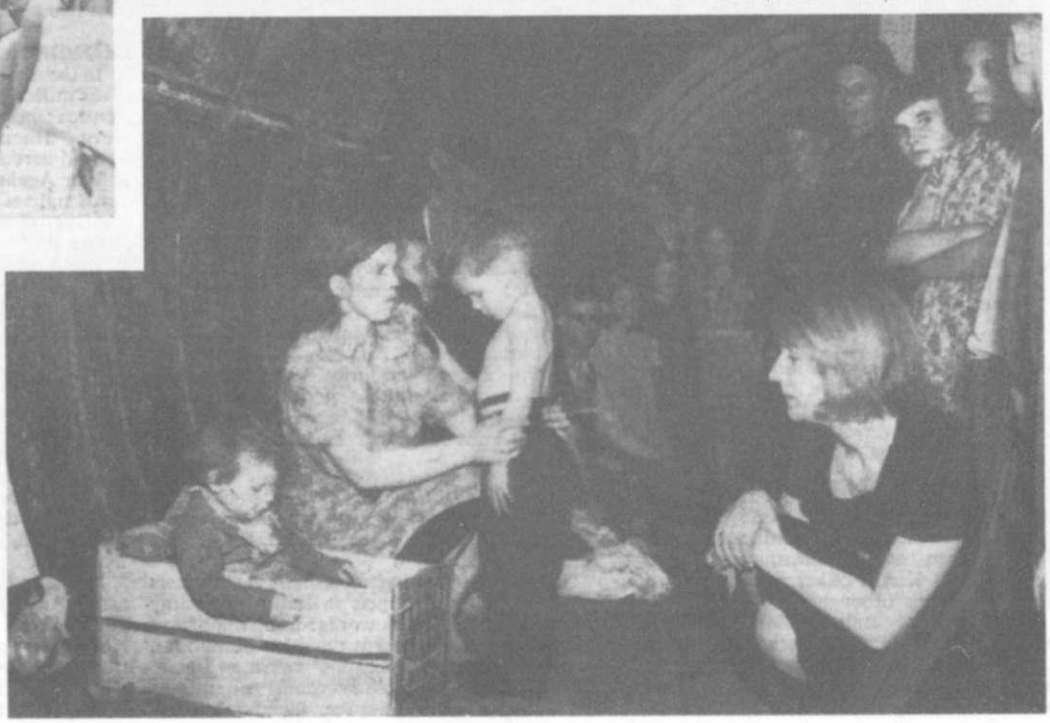
*Photos, Fox*

This photograph was taken in the shelter of a block of flats in South-West London. The Warden, patrolling the district, checks the number of people in the shelter.

*Photo, "News Chronicle"*

Here is one family, and its dog, which has adapted itself comfortably to a shelter measuring only 7 ft. by 5 ft. in South-East London. There are electric light, radio, and home comforts generally.

*Photo, John Topham*



These people are settling down for a good night's rest in a Tube shelter. A mother prepares her little boy for sleep, while another child is seen already in bed, in a cot made from an orange box.

*Photo, Keystone*

# OUR DIARY OF THE WAR

**TUESDAY, OCT. 8, 1940** 402*nd day*

**In the Air**—R.A.F. and Coastal Command aircraft made daylight attacks on ports of Boulogne and Lorient.

Night raids centred on naval bases of Bremen and Wilhelmshaven. Other forces attacked military objectives over wide area in Western Germany, Holland and enemy-occupied France. Night attacks on Channel ports continued.

**War Against Italy**—R.A.F. made bombing raids on Bardia and Sollum. Three attacks delivered on Assab. Enemy raided Aden, but caused no damage. Attempted raid on Malta was driven off with loss to enemy.

**Home Front**—In morning rush hour Nazi aircraft made low-diving attack on Central London. Buildings, shops, cafés and two buses wrecked. Number of fatal casualties. Bombs also fell indiscriminately on coastal towns in Kent and Sussex.

At night many incendiaries fell but failed to start fires. High explosive bombs shattered number of shops in one London district. Large London hospital hit; three wards wrecked. Raiders flying in pairs dropped large number of bombs over Thames estuary.

Eight German aircraft destroyed. Britain lost two fighters.

**WEDNESDAY, OCT. 9** 403*rd day*

**In the Air**—R.A.F. made daylight attacks on oil plant at Homburg, barges and bridges near Helder in Holland, Texel aerodrome, and shipping at Le Havre. During night our bombers carried out raids on widespread industrial and military objectives in Germany and enemy-occupied territory, including oil plant at Cologne, Krupps' works at Essen, and the Channel ports.

Aircraft of Coastal Command and Fleet Air Arm bombed shipping, naval quays and workshops at Brest. Hits were registered on destroyers.

**War Against Italy**—R.A.F. attacked shipping in Tobruk harbour, three ships being hit. Italians suffered heavy losses in skirmish with British patrol south of Buna, E. Africa.

**Home Front**—Britain attacked by small formations of high-flying fighter-bombers. Few penetrated beyond Kent and Sussex coasts, where minor damage was done. Some casualties and destruction in London.

London had 12-hour night raid. Bombs fell in 40 districts. Three churches severely damaged. Buses hit. Hotel cut in half; many houses damaged. Attacks were also made in several other parts of England.

Enemy lost four aircraft. One British fighter lost, but pilot safe.

**THURSDAY, OCT. 10** 404*th day*

**On the Sea**—During night heavy and light forces of Royal Navy bombarded Cherbourg where concentration of enemy shipping had been detected by R.A.F.

Admiralty announced that H.M. trawler "Kingston Sapphire" had been lost by U-boat action.

**In the Air**—R.A.F. bombers launched heavy attack on gun positions across Straits of Dover and on Calais. Raids by Coastal Command aircraft ranged from Den Helder on Dutch coast down Channel to Boulogne, Le Havre and Brest, where German destroyers were again bombed.

R.A.F. blew up oil storage tanks at Hamburg and started fires at Hanover, Cologne and several other places. Attacks were made on warships at Wilhelmshaven, Krupps' shipyards at Kiel, Fokker works at Amsterdam, and many other military targets.

**War Against Italy**—R.A.F. raided important military objectives at Benghazi, Libya. Fires were started and three ships in harbour received direct hits. Tobruk was also raided, as was Assab, Eritrea.

**Home Front**—Enemy aircraft made several attacks on coastal towns in Kent, Sussex and Thames estuary. Few bombs fell in one part of London. Hospital at Dover hit. Air battle over Maidstone. Bombers were twice over Liverpool and district.

During night bombs fell in 36 districts in London area and outskirts. Several houses demolished and others damaged in Thames estuary town. Bombs fell in Merseyside, Wales, W. England and Midlands.

Five enemy aircraft destroyed. Britain also lost five, but pilots of two safe.

German long-range guns shelled Dover area at dusk. British guns replied.

**FRIDAY, OCT. 11** 405*th day*

**On the Sea**—Admiralty announced that H.M. minesweeping trawler "Sea King" had been sunk by enemy mine.

**In the Air**—R.A.F. heavily bombed invasion bases on French coast during night. In spite of foggy weather some military objectives in Germany were attacked, as well as enemy-occupied Channel ports.

**War Against Italy**—R.A.F. carried out further raids over Benghazi and Tobruk. Asmara, Eritrea, was also bombed, as was Gura, Abyssinia.

**Home Front**—Formations of enemy aircraft, mostly bomb-carrying fighters, crossed coast on several occasions. Bombs fell in Kent, Sussex and Thames estuary. Damage to shops and houses. Windows of Canterbury Cathedral shattered. Three dive-bomb attacks on S.E. coast town.

During night raids more than 50 areas in London and Home Counties were attacked. Hospital for Incurables, R.C. convent, and London buses received direct hits. Merseyside and other towns in North-West again attacked.

Eight enemy aircraft destroyed. Nine British fighters lost, but pilots of six safe.

Violent artillery duel between British and German guns fought across Straits of Dover by moonlight.

## *THE POETS & THE WAR*

### XXXV

### LONDON

By A. A. Milne.

(Si monumentum requiris, circumspice)

Old London's time-encrusted walls
Are but the work of human hands.
What man has fashioned for us falls;
What God has breathed into us stands.

What if the splendour of the past
Is shattered into dust, we raise
A monument that shall outlast
Even the Abbey's span of days.

On broken homes we set our feet
And raise proud heads that all may see,
Immortal in each little street,
The soul in its integrity.

—*The Times*

**SATURDAY, OCT. 12** 406*th day*

**On the Sea**—Italy reported naval action off Malta during night of October 11-12, and admitted losses.

**In the Air**—During night R.A.F. bombers attacked military targets in Berlin, including power station, gas works and important goods yard. Raids also made on aluminium works at Heringen, Krupps' works at Essen, Fokker works at Amsterdam, oil plants at Cologne and Hanover, Dortmund-Ems aqueduct, and other objectives. Channel ports and gun positions bombed.

**War Against Italy**—R.A.F. raided port of Bardia, Libya, and scored six direct hits. Fires and explosions were started at Tobruk. Javello aerodrome twice bombed by S. African Air Force.

**Home Front**—Daylight raiders dropped small number of bombs in London and suburban areas and in some places on south coast and in Kent and Surrey. At Hastings houses were demolished and a fire started.

During night raids a London underground railway station was hit and there were casualties. Another bomb fractured water and gas mains in a street. Many buildings demolished and damaged, including block of flats. Many hundreds of bombs fell in a Midland town and fires broke out. Three tenement houses wrecked and considerable other damage.

Enemy lost 11 aircraft. Ten British fighters missing, but pilots of eight safe.

**Rumania**—Four hundred uniformed officers and orderlies of German Army arrived in Bucharest.

**SUNDAY, OCT. 13** 407*th day*

**In the Air**—In spite of severe weather conditions R.A.F. attacked naval bases of Kiel and Wilhelmshaven; oil plants at Gelsenkirchen and Duisberg; Krupps' works at Essen, and other targets. Other formations bombed Domburg harbour and Mole at Zeebrugge.

**War Against Italy**—Nairobi announced that S. African Air Force had made fifth raid on Neghelli, S. Abyssinia, when considerable damage was done. British mechanized patrols inflicted heavy casualties on enemy S.E. of Kassala.

**Home Front**—Successive formations of enemy aircraft crossed Kent coast. Some reached London area and bombs fell. Many houses, a chapel and some shops damaged when bomb fell in allotments.

Night raids were heavy and 36 London districts suffered. Many casualties when large block of flats was hit. Hospital damaged by oil bomb. Church wrecked. Shelters hit and many people killed. Much damage to houses and shops.

Twenty provincial areas bombed. Six killed at home of mayor of East Anglian town. Liverpool tenement building hit, and two communal shelters in a N.E. town.

Two enemy aircraft destroyed. Britain lost two fighters, but both pilots safe.

**MONDAY, OCT. 14** 408*th day*

**In the Air**—R.A.F. bombed military objectives in Berlin; oil plants at Stettin and other centres; port of Le Havre; targets at Hamburg, Hanover and elsewhere, including several aerodromes.

**War Against Italy**—More raids carried out on Benghazi by R.A.F. bombers.

**Home Front**—Small-scale enemy activity during day. Bombs fell at scattered points in south of England and Midlands. Dive attack made on town in Home Counties; four houses and garage destroyed and some fatal casualties. Two raiders dived on East Anglian town causing damage and casualties in working-class area.

Night raids continuous and heavy. Fires started by strings of incendiaries. High explosives bombs fell in several residential areas. Famous church hit, shops wrecked. R.C. church and convent damaged. Music hall hit; cinema burnt out. Enemy planes also reported over Liverpool and another N.W. town, towns in S.W., East Anglia and Midlands.

**Rumania**—Uniformed Italian air officers arrived in Bucharest as part of Commission to supervise making of seaplane base at Rumanian port of Constanza. German troops continued to pour in.

Three Rumanian oil wells completely destroyed by fire near Baicoi.